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THE

NAVAL HISTORY

OF

GREAT BRITAIN,

FROM THE

Declaration of War

BY FRANCE, IN FEBRUARY 1793,

TO THE ACCESSION OF GEORGE IV. IN JANUARY 1820.

By WILLIAM JAMES.

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A NEW EDITION,

WITH CONSIDERABLE ADDITIONS AND IMPROVEMENTS, INCLUDING

DIAGRAMS

OF ALL THE PRINCIPAL ACTIONS.

Vérité sans peur.

IN SIX VOLUMES.—VOL. VI.

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LONDON:
PRINTED FOR HARDING, LEPARD, AND CO.
PALL-MALL EAST.

1826.

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CONTENTS.

VOL. VI.

1811 *in continuation.*

LIGHT SQUADRONS AND SINGLE SHIPS, 1—Little-Belt and President, 2—Action off Madagascar, 21—COLONIAL EXPEDITIONS, EAST INDIES, 38—Capture of Java, 39.

1812.

BRITISH AND FRENCH FLEETS, 58—State of the british navy, ibid.—Russia declares war against France, ibid.—Escape of M. Allemand from Lorient, 59—Vice-admirals Emeriau and sir Edward Pellew, 63—LIGHT SQUADRONS AND SINGLE SHIPS, 65—Rosario and Griffon with french flotilla, ibid.—Recapture of the Apelles, 67—Destruction of the Arienne and Andromaque, 69—Scalark and Ville-de-Caen, 75—Dictator and consorts with Nayaden and consorts, 77—Boat of Briseis at Pillau, 78—Boats of Osprey near Heligoland, 79—Boats of Horatio on coast of Norway, 80—Attack and a french privateer, 81—Same and danish gunboats, 82—Boats of Medusa at Arcasson, 83—Narrow escape of the Magnificent, 85—Sir Home Popham on north coast of Spain, 89—Captain Ussher on south coast of Spain, 91—Capture of the Mérinos, 92—Victorious and Rivoli, 93—Boats of Pilot and Thames at Policastro and Sapri, 97—Boats of America and Leviathan at Languelia, 99—Same at Allasio, 101—Swallow with Renard and Goëland, 102—Lieutenant Dwyer at Biendom, 105—Boats of Bacchante at Port-Lemo, 107—Boats of Eagle at Cape Maistro, 108—Southampton and Améthyste, 109—Chase of the Belvidera, 112—Treatment of a british seaman at New-York, 123—Minerva and Essex, 126—Alert and Essex, 127—Rattler and Essex, 129—Shannon and Essex, ibid.—Chase of the Constitution, 131—Guerrière and Constitution, 135—Frolic and Wasp, 159—Macedonian and United-States, 164—President and Congress with Galatea, 181—Java and Constitution, 183—Laura and Diligent, 201.

1813.

BRITISH AND AMERICAN NAVIES, 203—State of the british navy, ibid.—The frigate-classes, 205—The sloop-classes, 215—The schooner-classes, 217—On building ships of war, 219—BRITISH AND FRENCH FLEETS, 220—Sir Edward Pellew and comte Emerieu, 221—LIGHT SQUADRONS AND SINGLE SHIPS, 224—Blazer and Brevdrageren in the Elbe, 225—Albacore and Gloire, 227—Linnet and Gloire, 229—Alphea and Renard, 231—Telegraph and Flibustier, 232—Scylla and Royalist with Weser, 233—Andromache and Trave, 235—Thunder and Neptune, 237—Snap and five french luggers, ibid.—Sir George Collier off north coast of Spain, 239—Boats of Undaunted at Carro, 240—Of Volontaire at Morgion, ibid.—Of Repulse, &c. at same place, 241—Of Berwick and Euryalus at Cavalaric, ibid.—Capture of Ponza, 243—Captain Hall and neapolitan gun-boats, 244—Boats of Bacchante and Weasel near Cape Otranto, 245—Bacchante at Karlebago, 247—Her boats at Geba-Nova, ibid.—Weasel and french gun-boats near Zirana, 249—Boats of Kingfisher at Melara, 251—Of Havannah at Vasto, &c. 252—Of Apollo and Weasel at St.-Casaldo, ibid.—Capture of islands of Augusta and Curzola, 253—Boats of Apollo and Cerberus, near Corfu, &c. 254—Saracen at Zapano, 255—Boats of Elizabeth and Eagle at Goro, Omago, &c. 256—Capture of Fiume, 257—Also of Porto-Ré, Fanasina, &c. 258—Capture of Rovigno, Ragosniza, and Triest, 259—Bacchante and Saracen at Castel-Nuova, 261—Boats of Swallow off d'Anzo, ibid.—Of Edinburgh and squadron at same place, 262—Boats of Furieuse at Marinelo, 263—Of Revenge at Palamos, 264—Of Undaunted at Port-Nouvelle, ibid.—Boats of Swiftsure and french privateer, ibid.—Amelia and Aréthuse, 265—Bonne-Citoyenne and Hornet, 275—Peacock and Hornet, 278—Shannon and Chesapeake, 283—Alexandria and President, 308—Dominica and Decatur, 313—Boxer and Enterprise, 315—Pelican and Argus, 319—Boat-attacks, &c. in Chesapeake bay, 325—Capture of the Lottery schooner, ibid.—Lieutenant Polkinhorne at the Rappahannock, 326—Rear-admiral Cockburn at Frenchtown, &c. 328—Capture of Surveyor schooner, 334—Junon and american gun-boats, 335—Unsuccessful attack on Craney island, 336—British at Hampton, 339—Rear-admiral Cockburn at Ocracoke, 341—Capture of Asp, 343—Martin and american gun-boats in the Delaware, ibid.—Valiant and Acasta with the United-States and Macedonian, 347—Attempt to destroy Ramillies by an explosion vessel, 348—British and Americans on Canadian lakes, 349—Operations on lake Ontario, 351—Same on lake Erie, 359—Captain Barclay and commodore Perry, 361—Captain Everard on lake Champlain, 367.

1814.

BRITISH AND FRENCH FLEETS, 369—State of the british navy, ibid.—Sir Edward Pellew and the baron Cosmao-Kerjulien,

371—Boyne and Romulus, ibid.—Concluding operations in the Adriatic, 372—Surrender of Cattaro, Ragusa, &c. ibid.—Also of Spezzia and Genoa, 373—Passage of the Adour and peace with France, 375—LIGHT SQUADRONS AND SINGLE SHIPS. 376—Capture of the Iphigénie and Alcmène, ibid.—Severn with Etoile and Sultane, 379—Creole and Astrea with Etoile and Sultane, 381—Hebrus and Etoile, 385—Niger and Tagus with Cérès, 389—Eurotas and Clorinde, 390—Primrose and Marlborough packet, 404—Majestic with Atalante and Terpsichore, 407—Loire and President, 411—Phœbe and Essex, 413—Orpheus and Frolic, 422—Epervier and Peacock, 423—Reindeer and Wasp, 429—Avon and Wasp, 433—Landrail and Syren, 435—Hallabou and Perry, 436—Boat-attacks, &c. in Chesapeake bay, 437—Captain Barrie and commodore Barney's flotilla, ibid.—Rear-admiral Cochrane at Leonard's town, At Nominy ferry, &c., 441—Defensive preparations at Washington, 444—Destruction of commodore Barney's flotilla, 447—Battle of Bladensburg, 449—Capture of Washington, 451—Captain Gordon at Alexandria, 455—Death of sir Peter Parker, 461—Attack on Baltimore, 463—Sir Thomas Hardy and commodore Decatur, 469—Captain Coote at Petitpague, 473—Lieutenant Garland at Wareham, 474—Pique and Constitution, 475—Jonon and Tenedos with Constitution, 478—Expedition to the Penobscot, 479—British and Americans on Canadian lakes, 482—Operations on lake Ontario, 483—Attack on Oswego, ibid.—On vessels at Sandy creek, 487—Operations on lake Huron, 489—Capture of schooners Tigress and Scorpion, 490—Capture of schooners Somers and Ohio on lake Erie, 492—British and Americans on lake Champlain, 495—British boats and General-Armstrong privateer, 509.

1815.

BRITISH AND FRENCH FLEETS, 511—State of the british navy, ibid.—Buonaparte's return from Elba, 513—His surrender, and conveyance to St.-Helena, ibid.—Rivoli attacks and captures Melpomène, 514—Pilot engages Légère, ibid.—Proceedings at Martinique, 516—LIGHT SQUADRONS AND SINGLE SHIPS, 517—Expedition to New Orleans, ibid.—Attack on Fort-Bowyer and destruction of Hermes, 518—Captain Lockyer and american gun-boats, 520—Boat-attacks on coast of Georgia, 524—Rear-admiral Cockburn at Cumberland island, 526—Endymion and President, 527—St.-Lawrence and Chasseur, 539—Levant and Cyane with Constitution, 540—Third chase and escape of the Constitution, 547—Penguin and Hornet, 559—Nautilus and Peacock, 565.

1816.

STATE OF THE BRITISH NAVY, 569—American expedition to Algiers, ibid.—ENGLAND AND THE BARBARY STATES, 570—Battle of Algiers, 571.

1817 to 1820.

STATE OF THE BRITISH NAVY, 589—New classification of the ships, 590—Sir Robert Sepping's improvements, &c. 597—New plan of ship-building by captain Hayes, 599.

DIAGRAMS.

		Page.
Action off Madagascar:		
	Its commencement	25
	Squadrons becalmed	26
Action of the Guerrière and Constitution		145
"	Macedonian and United-States	168
"	Java and Constitution	192
"	Shannon and Chesapeake	296

VOL. VI.

ERRATA.

Page 31, line 17, from bot., *for* 461 *read* 463
" 47 " 4 " *for* Pelley *read* Pelly
" 70 " 14 " *dele* unavoidably
" " " 13 " *after* when *read* unavoidably
" 94 " 5 " *for* hrailed *read* clewed
" 118 " 6, from top, *for* 18-pounders *read* 24-pounders
" 119 " 13, from bot., *for* latter *read* Belvidera
" 128 " 6 " *after* Alert *read* was laid up in ordinary, but
" 144 " 20 " *for* Disentangling *read* Having disentangled
" 156 " 6, from top, *for* as *read* and
" " " 8 " *for* and *read* as
" 164 " 19 " *for* beam *read* bow
" " " 18, from bot., *dele* lasking
" " " 13 " *for* converging *read* approximating
" 167 " 17, from top, *for* dreadful *read* defenceless
" 175 " 6 " *for* she *read* the Macedonian
" 181 " 16 " *after* resisted *read* , with any effect,
" 184 " 12 " *for* laid *read* lay
" 188 " 3 " *after* manœuvre *read* of wearing *and for* wearing in *read* owing to
" 203 " 19, from bot., *after* and *read* that of the 126
" 213 " 6 " *dele* too
" 226 " 2 " *for* Jones *read* Rose
" 238 " 16, from top, *for* they *read* it had
" 239 " 4, from bot., *for* —— *read* Henry
" 289 " 19 " *for* hrailed *read* clewed
" 307 " 2, from top, *for* to *read* on
" 359 " 4, from bot., *after* in *read* aggregate
" 363 " 15, from top, *for* immediately *read* thereupon
" 367 " 7 " *for* he is not, even yet, any higher in rank *read* was only promoted to post-rank in October, 1824
" 385 " 2, from bot., *for* hanled *read* clewed
" 390 " 17 " *after* and *read* allowed
" 397 " 11, from top, *for* junction *read* arrival
" 398, in marginal note, *for* accounts *read* account
" 421, line 13, from top, *after* also *read* when
" 456 " 4, from bot., *after* book *read* in which it appears
" 533 " 9, from top, *after* landed *read* , in all,
" 535 " 8, from bot., *after* official *read* letter
" 536 " 16 " *dele* that
" 589 " 6, from top, *for* 100 *read* 140

NAVAL HISTORY,

&c.

LIGHT SQUADRONS AND SINGLE SHIPS.

1811. As we are now entering upon the first exploit of one of the far-famed american 44-gun frigates, we conceive it will be useful to examine, a little more minutely than we have done, the force and qualifications of a class of ship, little known in Europe, until the President brought herself into notice in the manner we shall presently have to relate.

American frigates.

Order for their construction.

In our account of the action between the Constellation and Insurgente, we mentioned that, in March, 1794, when a rupture was expected with the regency of Algiers, the government of the United States ordered the construction of four frigates of 44, and two of 36 guns; and we stated that one class was to mount 56 guns, including 30 long 24-pounders on the main deck, and the other 48 guns, including 28 long 18-pounders.* But we are inclined to think that this was not the armament originally intended for these ships; and our opinion is founded on the following facts. Soon after the passing of the act of congress of the 27th of March, 1794, the differences with Algiers were amicably settled; but in the course of the same year, feeling an interest in the success of republican France, the United

* See vol. ii. p. 469.

1811. States pushed their complaints against England to an extremity bordering on war. Now the Algerines possessed no stronger vessels than frigates, and those not of the first class; but England could send to sea a fleet of line-of-battle ships. It was this, we believe, that occasioned the american president to direct, as by a clause in the act he was empowered to do, that, instead of the four 44 and two 36 gun frigates, two 74-gun ships, and one frigate of 44 guns, should be constructed.

Two 74s and one 44 ordered.

The names of the ships.

An english shipwright, Mr. Joshua Humphreys, resident at Philadelphia, was required to give in an estimate of the cost of building a 74-gun ship, to measure 1620 tons american, which, as we shall by and by show, is about 1750 tons english. He did so, and computed the expense, without reckoning the guns, at 342000 dollars. Upon this estimate, as it appears, the timbers were prepared for two 74s; one to be built at Philadelphia and named United-States, the other at Boston and named Constitution. The 44-gun frigate was to be built at Baltimore, and to be named Constellation. Scarcely, however, had the keels of any of these ships been laid down, ere Mr. Jay's treaty restored the amicable relations between England and America, and occasioned a stop to be put to their construction.

The 74s converted to frigates.

As the most eligible mode of converting the timbers prepared for the two 74s, it was resolved that, although begun as line-of-battle ships, they should be finished as frigates. This was to be done by contracting the breadth of the frame about three feet and a half, and discontinuing the topside at the clamps of the quarterdeck and forecastle. As these enormous "frigates," although intended to mount 62 guns, were to rate only of 44, it was decided that the frigate originally intended to class as a 44 should bear the designation of a 36. The United-States was launched on the 10th of May, 1797, and cost, exclusive of her ordnance, 299336 dollars; and the Constitution was launched on the 21st of October, in the

Launching of United-States and Constitution.

same year, and cost 302718 dollars. This, in either case, was not much below the original estimate, even had the ships been completed as 74s, and shows what a slight change had been effected in their construction. The Constellation was built under the personal direction of commodore Truxton, who first commissioned her, and was launched on the 7th of September, 1797. Owing partly to the dearness of materials, and partly, we believe, to some expensive alterations in her construction, the Constellation cost the enormous sum of 314000 dollars. 1811. Constellation.

When, in the spring of the year 1798, the expense of building these frigates, two of "44," and one of "36 guns," came to be submitted to congress, some explanation was required; and on the 1st of April the secretary at war delivered in a report, of which the following is an extract: "It appears, that the first estimate rendered to congress was for frigates of the common size and dimensions, rated at 36 and 44 guns, and that the appropriations for the armament were founded upon this estimate. It also appears, that, when their size and dimensions came to be maturely considered, due reference being had to the ships they might have to contend with, it was deemed proper, so to alter their dimensions, without changing their rates, as to extend their sphere of utility as much as possible. It was expected, from this alteration, that they would possess, in an eminent degree, the advantage of sailing; that, separately, they would be superior to any single european frigate of the usual dimensions; that, if assailed by numbers, they would be always able to lead ahead; that they could never be obliged to go into action but on their own terms, except in a calm; and that, in heavy weather, they would be capable of engaging double-decked ships. These are the principal advantages contemplated from the change made in their dimensions. Should they be realized, they will more than compensate for having materially swelled the body of expenditures." Report of the american secretary of war on the subject of these frigates

1811.

Launching of President and Philadelphia.

In the course of the year 1798, two more 44-gun frigates were built; one, the President, at New-York, the other, the Philadelphia, at Philadelphia. Of the latter we know very little, on account of her loss already mentioned;* but of the former we are enabled to furnish some far from unimportant particulars. Being constructed of timbers prepared for them alone, these frigates were more handsomely moulded than their two predecessors. The President, indeed, was considered to be the most beautiful and the best sailing of all the american frigates; and, being lower in the water than either the United-States or Constitution, was a much more deceiving ship. Her scantling is represented not to have been so stout as theirs; which may have been one reason that she cost only 220910 dollars, while they cost, as we have seen, 300000.

Superior manner in which the american frigates were built.

With respect to the materials of which the ships were constructed and the pains taken in building them, we can but repeat our former remarks on the same subject. Every thing that was new in the navies of England and France was tried, and, if approved, adopted, no matter, it falling so light from the paucity of individuals, at what expense. There were no contractors, to make a hard bargain pay, by deteriorating the quality of the article; no deputies, ten deep, each to get a picking out of the job. The executive government agreed directly with the artisan; and not a plank was shifted, nor a long-bolt driven, without the scrutinizing eye of one of the captains or commodores; of him, perhaps, who expected, at no distant day, to risk his life and honour on board the very ship whose equipment he was superintending.

Dimensions of 44-gun frigate.

As the number and nature of a ship's guns depend, in a very great degree, upon her size and scantling, we must endeavour to convey an idea of the dimensions of the american 44-gun frigate, before we enter

* See vol. iii. p. 424.

upon the subject of her armament. The United-States, Constitution, and President measure within a few fractions of a ton the same; namely, from 1444 to 1445 tons american. We say "tons american," because, although the american standard of weights and measures, the pound and the foot, for instance, is the same as the english, the mode of casting the tonnage of a ship is widely different. This will appear evident when it is known, that the american frigate President, according to the official register in the office at Washington, measured 1444 tons and a fraction;* whereas, when subsequently measured at Portsmouth dock-yard, she was found to be 1533 tons and a fraction. 1811. Size of President.

The President's "keel for tonnage," as given in an american publication, is 145 feet; but the english mode of casting the tonnage makes it 146 feet, 7¾ inches. In both cases, it is a mere calculation, intended to allow for the rake or inclination of the ship's stem and stern. The first multiplicator of the Americans is the breadth across the frame, or moulded breadth, by them usually called the breadth of beam, but the first multiplicator of the British is the extreme breadth, or that produced by adding to the moulded breadth double the assumed thickness (in ships of the higher classes five inches) of the plank on the bottom. The second multiplicator of each is the respective half-breadths. The american divisor is 95; the british 94. Thus: Difference in the british and american mode of casting the tonnage explained

	Ft. in.	Ft. in.	Ft. in.	Tons.
Am. method.	145 0	× 43 6 = 6308 × 21 9 = 137198 ÷ 95 =		1444 ⅜ths.
Brit. ditto..	146 7¾	× 44 4 = 6502 × 22 2 = 143044 ÷ 94 =		1533 ⅓rds.

As it is not generally known, even among the most experienced naval officers of either nation, that any difference exists in the mode of measuring british and american ships of war, the reduction in the alleged tonnage of the latter greatly facilitates the deception, eulogized for its "advantages" by the american government, and to the influence of which The deception is occasional.

* Clark's Naval History of the United States, vol. ii. p. 240.

1811. upon the european world the american flag owes so much of its glory.

If we consider, that it is only to add about four feet to the extreme breadth of the President, to make her a larger ship than the generality of british 74s, and that her yards are as square, and her masts as stout as theirs, some idea may be formed of the size and formidable appearance of the american 44-gun frigate. In point of scantling, also, that which is acknowledged to be the lightest built of these frigates is at least equal to a british 74 of the largest class. This is proved by taking the thickness of the topsides at the midship maindeck, and foremost quarterdeck, port-sill. In the President, the maindeck port-sill measures 1 ft. 8 in., and, in any british 74 of 1800 tons, 1 ft. 7 in.; and, while in the latter the quarterdeck port-sill measures only 1 ft. [illegible] in., it measures in the former 1 ft. 5 inches.

Stout scantling of the american 44s.

Now for the armament of these 44-gun frigates. Having had ocular proof of the manner in which the President was fitted, we shall take her for our guide. This beautiful ship has, or rather had, for she has long since been taken to pieces, 15 ports and a bridle of a side on the main deck, eight of a side on the quarterdeck, and four of a side, without reckoning the chase-port, on the forecastle. This gave the ship 54 ports for broadside guns; but she had the means of mounting 62 broadside guns. For instance, instead of her gangway, or passage from the forecastle to the quarterdeck, being of the usual width of four or five feet, it was ten feet. This deviation from the common plan was to allow room for the carriage and slide of a 42-pounder carronade; and a novel and very ingenious method was adopted, to obviate the necessity of uniting the quarterdeck and forecastle barricades, or bulwarks, and consequently of destroying that single-decked appearance which, for the purpose of deception, it was necessary to maintain. Between the two barricades the same open or untimbered space remained, as is seen in any

Some account of their armament.

other frigate; but the stanchions for supporting the hammock-cloths were of extraordinary stoutness, and so arranged along the gangway as to form ports for four guns. The breechings were to pass round the iron stanchions, chocks were fitted to the deck to receive the carriages, and the guns could be as effectively mounted as any in the ship. 1811. Gangway guns.

We formerly doubted if these eight gangway guns were put on board the President or either of her class-mates; but it has been asserted by british officers, who visited some of the large american frigates during the war with Tripoli, that they at that time mounted guns along the whole extent of their spar-decks. If so, the ships probably landed them upon the return of peace with the Barbary states. The ships were then found to work so much better, that it was decided, we believe, not to supply these eight singularly constructed ports with guns, but merely to add two carronades to the 54 guns, which the ship could mount in the regular way. This was done by fitting the gangway or entrance port to receive a carronade; making nine of a side on the quarterdeck. So that the american 44-gun frigate mounted, along with her 30 long 24-pounders on the main deck, 18 carronades, 42-pounders, on the quarterdeck, and six carronades, 42-pounders, and two long 24-pounders on the forecastle; total 56 guns. This is the number invariably assigned as the force of each of the three "44-gun frigates" in Mr. Clark's american Naval History.* Acknowledged gun-force of the 44.

The maindeck guns of the United-States were english sea-service guns, measuring nine feet and a half in length, and weighing about 50 cwt. Those of the Constitution were english land-service, or battery guns, in length 10 feet, and in weight about 54 cwt.; but the guns of the President were of american manufacture, measuring eight and a half feet, and weighing only 48½ cwt. We may here mention that, although Weight of guns on board each frigate.

* Clark's Naval History of the United States, vol. i. p. 171, and vol. ii. p. 22.

1811. the four masked or gangway ports were left vacant, a case might occur, in which they would be of essential benefit. For instance, suppose the ship to be attacked in port, and to be moored in such a manner as to be only assailable on her outer side: she could easily transfer from the opposite side four of her carronades, and thus present a broadside force of 32, or, admitting that some inconvenience would arise from the closeness of the aftermost of those four guns to the temporary gun in the gangway port, of 31, heavy guns.

Complement of men carried by the american 44.

For the purpose of showing that, if the President and her two formidable class-mates had been equipped with the whole of the 62 guns which they were constructed to carry, they would have required no addition to their established complement of men, we will state a few facts relative to the composition of american crews. When, in the year 1794, the Americans began arming against the Algerines, the following were ordered to be the proportions, in which the different ratings or classes of a crew of 370 men were to bear to each other: officers and petty officers 66, able seamen 150, ordinary seamen 100, marines 54. Here, be it observed, are wanted two ratings, either of which usually forms no inconsiderable proportion of a british crew, landmen and boys. In later years, however, a few boys or lads were admitted; and, estimating the crew of an american 44-gun frigate at 475 men and boys, we may venture to give the following as its organization: officers and petty officers 80, able seamen 180, ordinary seamen 145, marines 65, boys 5. But, in reality, the distinction between the able and the ordinary seaman was merely nominal, the fastidiousness of the american government requiring the latter to be nearly equal in qualifications to the former. Nor was it enough to be a practised seaman: the volunteer must also, in age, stature, and bodily vigour, be able to stand the test of the strictest scrutiny.

1811. May.

While, therefore, the officers, or the greater part of them, were native Americans, the petty officers consisted, almost wholly, of the first order of british seamen; of whom, also, the bulk of the crew was composed. Owing to the absence of any restraint similar to that imposed by the game-laws of England, the american peasant is a sportsman from his infancy. Hence, the marines consisted of native Americans; not only as being the best marksmen, especially with the rifle, but because the british marine corps, to its credit, afforded very few deserters. It may now be understood what is meant, when it is stated, that an american ship of war is manned with a picked crew.

Bulk of crew british seamen

Having now, as we trust, clearly shown, that those who called the american 44-gun frigate a "line-of-battle ship in disguise," did not commit the gross mistake with which they were charged, we shall offer a word or two on the subject of the american 36-gun frigate. Even here was a frigate more than equal to any french or english frigate of the largest class, carrying long 18-pounders; and, be it remembered, in the year 1811, France did not own any, and England only three frigates, (Cornwallis, Indefatigable, and Endymion,) that carried long 24-pounders. Upon a certain occasion, which will soon pass in order of detail, the Americans loudly proclaimed, that the Chesapeake was the very worst frigate they possessed. The Chesapeake was a 36-gun frigate, and, as we have elsewhere shown, had the ports for mounting on her two broadsides 54 guns.* For a short time, we believe, the ship did mount that number of guns, with a crew of about 440 men. Besides the Constellation and Chesapeake, built in 1797, there were the Congress and New-York, built in 1799. Had the Americans possessed no stronger frigates than the heaviest of these, Europeans would not have been so surfeited with tales of american naval prowess.

Account of the american 36-gun frigate.

On the 10th of May, 1811, the United States' 44-gun frigate President, captain Charles Ludlow,

* See vol. iv. p. 480.

1811. bearing the broad pendant of commodore John Rodgers, with sails unbent, and the principal part of her officers on shore, lay moored off Annapolis in the Chesapeake; when, at 3 P. M., the commodore came unexpectedly on board, and immediately all hands went to work bending sails and getting the ship ready for sea. The surgeon, too, began preparing his plasters and splinters, and rubbing up his instruments of amputation; rather an extraordinary occupation on board a neutral frigate. All this bustle and preparation was not, however, without an object. On the 1st of the month, in the forenoon, the british 38-gun frigate Guerrière, captain Samuel John Pechell, cruising off Sandy-Hook, boarded the american brig Spitfire, from Portland bound to New-York, and impressed out of her a man named John Deguyo, a passenger and a native citizen of the United States. The Guerrière had also impressed, or did shortly afterwards impress, from vessels that she boarded off the coast, two other native american citizens, Gideon Caprian and Joshua Leeds. That John Deguyo was a native american, or, at all events, that he was not a british subject, is clear from the circumstance, that on the 12th of June the Guerrière discharged him into the british 18-gun ship-sloop Goree, captain Henry Dilkes Byng; and, on the 30th, the latter put him on board an american ship for a passage to the United States. Caprian was also discharged, but not Leeds, because he had entered.

President frigate gets ready for sea.

The reason.

The Spitfire arrived at New-York on the same day, or the day after, Deguyo had been pressed out of her; and the occurrence, within five or six days at the farthest, must have been known at Washington. The written orders to commodore Rodgers were probably, as Mr. Secretary Munroe asserts, "to protect the coast and commerce of the United States;" but the officers who arrived from Washington on the 11th of May, to join their ship, must have brought some verbal orders of a more particular nature; for one of the President's officers,

Orders given to commodore Rodgers.

in a letter to a friend, says: "By the officers who came from Washington we learn, that we are sent in pursuit of the british frigate, who had impressed a passenger from a brig." This british frigate was reported to be the Guerrière; and the american officer anticipates, along with a refusal on the part of her commander to deliver up the man, an engagement between the President and a british frigate "exactly her force." 1811. May.

On the 12th of May, at daylight, the President got under way, and began working down the bay. On the 13th the commodore spoke a brig, who had, the preceding day seen a ship, supposed to be the Guerrière, off Cape Henry. But, if the date and place are correct, it could not have been the Guerrière; as, at noon on the 12th, she was nearly abreast of Cape Roman, South-Carolina. An extra quantity of shot and wads were now got on deck, and the ship was cleared for action. In the evening the wind shifted to a fair quarter, and the President ran before it. On the 14th the american frigate was off Cape Henry; but no british frigate was there. The commodore now stood slowly to the north-east, expecting every moment to discover the object of his pursuit. The 15th passed without any occurrence; but on the 16th, at about 25 minutes past meridian, Cape Henry bearing south-west distant 14 or 15 leagues, the wind a moderate breeze from the northward, the President, from her mast-head, discovered a vessel in the east quarter, standing towards her under a press of sail. Preparations in expectation of meeting the Guerrière.

The vessel thus descried was the british ship-sloop Little-Belt, captain Arthur Batt Bingham, mounting 18 carronades, 32-pounders, and two nines, with 121 men and boys, on her return to the southward from off Sandy-Hook; where she had been seeking the Guerrière, for whom she bore despatches from the commander in chief at Bermuda, rear-admiral Sawyer. The Little-Belt had discovered the President since about noon, and considering her suspicious, had hauled up on the starboard tack in President falls in with Little-Belt.

1811. May. chase. Captain Bingham, in his letter, says, it was "eleven" when he descried the President; the Little-Belt's log says, "half past." Even the latest of these times would, according to the letter of commodore Rodgers, make it 40 minutes after the Little-Belt had descried the President before the latter discovered her: a circumstance not very probable; although it does appear, that the american ship did not keep the best look-out; otherwise, when first seen by the President, the Little-Belt would have been steering south, instead of towards the President, or north by west, a deviation from her course caused solely by the latter's appearance. We have therefore, as on other occasions, paid less attention to the absolute, than to the relative time.

At 1 h. 30 m. P. M. each ship, the two then about 10 miles apart, supposed the other to be a vessel of war. The President thereupon hoisted her ensign and commodore's pendant, and edged away, as if to meet the Little-Belt. The latter, about the same time, made her number, along with the customary signal, (No. 275,) calling upon the stranger, if a british ship of war, to show hers. The non-compliance with this signal indicating that the President was, what by her colours she appeared to be, an

President chases her. american frigate, the Little-Belt, at 1 h. 45 m. P. M., hoisted her colours, wore, and resumed her course to the southward under all sail. "Being," as commodore Rodgers says, "desirous of speaking her, and of ascertaining what she was," the President crowded sail in chase. Observing this, the Little-Belt made the private signal. Finding it unanswered, captain Bingham felt assured that the stranger, notwithstanding her persisting to chase, was an american frigate, and therefore, hauling down both ensign and signal, continued his course round Cape Hatteras.

Little-Belt lies to. Although the wind, since 1 P. M., had been gradually falling, the superior sailing of the President brought her, by 6 h. 30 m. P. M., so near to the Little-Belt that captain Bingham, wishing before dark

to remove all remaining doubts on either side, shortened sail, rehoisted his colours, and hove to on the larboard tack. 1811. May.

To avoid being taken by surprise, the Little-Belt double-shotted her guns, and got all clear for action. The President, by the manner of her approach, appearing as if she intended to take a raking position, the Little-Belt, to frustrate that design, wore three times. This brought the latter upon the starboard tack; and at a few minutes past 8 P.M., when the two ships were about 90 yards apart, captain Bingham hailed the President in the customary manner, but received no answer, probably because he was not heard. The President still advancing, as if desirous to pass astern of the Little-Belt, the latter wore a fourth time, and came to on the larboard tack. The President now hauled her foresail up, and also hove to on the larboard tack, distant about 80 yards from the sloop's weather-beam. Captain Bingham, standing on the gun abaft the larboard gangway, hailed, "Ship a hoy!" "Ship a hoy!" was repeated from the neutral frigate. "What ship is that?" asked captain Bingham. "What ship is that?" repeated commodore Rodgers. At this instant a gun was fired, let us for the present say, by each ship; and, let us also say, that both guns went off by accident.

Clears for action.

Capt. Bingham hails.

A gun is fired by accident.

Each ship believing the other to have fired first, and that intentionally, and neither being disposed to brook the slighest insult, the two began a furious engagement; which lasted, including an intermission of a few minutes, about half an hour.* The Little-Belt, owing to the loss of her after-sail and the damaged state of her rigging, having fallen off, so that no gun would bear, ceased firing; and the President, finding that to be the case, did the same. Shortly afterwards commodore Rodgers, hailing the Little-Belt, learnt, what he and his officers must

The two ships engage.

Little-Belt ceases firing; also President.

* Captain Bingham says "three quarters;" some of the american officers, "a quarter of an hour or twenty minutes."

1811. May. have known before, that she was a british ship, but did not, it appears, hear her name; and, to a question, desiring to know if his antagonist had struck, was answered by captain Bingham in the negative. The latter then asked the name of the american frigate; but the same cause, the increased freshness of the wind, that had prevented the commodore from hearing the whole of the answer to his question, kept captain Bingham in ignorance of the name, though not of the nation, of the ship by which the Little-Belt had been so battered and ill-used.

Damage and loss to Little-Belt.

The damages of the Little-Belt were indeed, as might be expected, of a very serious description. The greater part of her standing and the whole of her running rigging were cut to pieces: not a brace nor a bowline was left. Her masts and yards were all badly wounded, and her gaff was shot away. Her upperworks were completely riddled, and her hull in general much struck: several shot were sticking in her side, and some had entered between wind and water. Nothing, we conceive, but the lowness of her hull in the water, and the consequent difficulty of hitting it, prevented the sloop from being sunk. The loss on board the Little-Belt bore a proportion to her damage: she had one midshipman, (Samuel Woodward,) seven seamen, and one marine killed, two seamen mortally, her acting master, (James M'Queen,) seven seamen, one boy, and two marines severely, and her boatswain, (James Franklin,) five seamen, two boys, and two marines slightly wounded; total, 11 killed and mortally wounded, and 21 wounded severely and slightly. The President appears to have had her sails and rigging slightly injured, and to have received one 32-pound shot in her foremast and another in her mainmast: her loss is also represented not to have exceeded one boy wounded.

Loss to President.

Both ships lie to tilldaylight.

After the action the President wore, and, running a short distance to-leeward of the Little-Belt, came to on the starboard tack, to repair her trifling

damages. This done, the frigate filled and lay to on different tacks, in order to wait until daylight should afford the commodore a clear view of what his prowess had effected. The Little-Belt brought to on the larboard tack, and commenced her more serious occupation of repairing damages and stopping leaks. During the night the sloop's topgallantmasts were got on deck, and the cut rigging partially repaired. 1811. May.

At daylight on the 17th the President, now about nine miles to-windward, bore up under topsails and foresail, and, to all appearance, ready to renew the action. At 8 A. M. the american frigate passed within hail, and the commodore said: "Ship a-hoy! I'll send a boat on board, if you please, sir."—"Very well, sir," was captain Bingham's reply. The boat came, under the command of the first lieutenant John Orde Creighton, with a message from the commodore, to the effect, that he lamented much "the unfortunate affair," and that, had he known the british ship's force was so inferior, he would not have fired into her. On being asked why he had fired at all, the lieutenant replied, that the Little-Belt had fired first. This was most positively denied on the part of captain Bingham. Lieutenant Creighton, in the name of the commodore, then offered every assistance, and suggested that captain Bingham had better put into one of the ports of the United States. This the latter declined. The boat returned. The President made sail to the westward, and the Little-Belt, as soon as she was able, to the northward. On the 23d the latter was joined by the Gorée, captain Byng, and on the 28th the two vessels anchored in Halifax harbour. President sends a boat on board Little-Belt. The two ships part company.

In discussing the merits of the action between the Little-Belt and President, we shall consider it in the double light of an attack by a neutral upon a belligerent, and an engagement between an american frigate and a british sloop of war. We shall begin by freely admitting, that the act of the Guerrière, in pressing a native american citizen out of an american Remarks. Guerrière had no right to press anamerican citizen.

1811. May. coaster, in the very mouth of an american port, was an act unjustifiable, unnecessary, and impolitic; and that this wanton encroachment upon neutral rights, coupled with many others which had been practised along the same coast, was a sufficient ground for the government of the United States to take every measure, short of actual war, for protecting their commerce and citizens from a repetition of such acts of violence.

President intended to force her to restore the man.

Well, the american frigate sails forth, in diplomatic language, "to protect the coast and commerce of the United States," but, in reality, to speak the british frigate Guerrière, to demand from her the american citizen whom she had impressed, and, in case of refusal, to endeavour to take that american citizen by force of arms. We must suppose that a refusal was anticipated; or why were such preparations made? why such quantities of ammunition brought upon deck; and why did the commodore, as the President was descending the bay, so significantly question his people as to their readiness for action?

Extraordinary delusion as to the character of the Little-Belt.

A ship is descried, a man of war, "from the symmetry of her upper sails" and her making signals,* and the british frigate Guerrière, as is scarcely less doubted, from her proximity to the coast, and because the mind of almost every person on board is so fully engrossed with the idea of that frigate, as to be incapable of bestowing a thought upon any other. Chase is given. The ships approximate, so that the upper part of the Little-Belt's stern shows itself to those on board the President.† Still the delusion continues. As evening approaches, the british sloop discovers her broadside. "Nevertheless," says the commodore, "her appearance indicated she was a frigate." Had the Little-Belt been a deep-waisted or frigate-built ship, such a mistake might have happened; but she was a low flush vessel, similar in size, number of ports, and general appearance, to

* Official letter of commodore Rodgers. † Ibid.

the american sloop Hornet. The ships mutually approach within hailing distance. Captain Bingham hails, let us admit, without being heard. Commodore Rodgers hails, and is hailed back. "Having," he says, "asked the first question, I of course considered myself entitled, by the common rules of politeness, to the first answer: after a pause of 15 or 20 seconds, I reiterated my first inquiry of 'What ship is that?'" 1811. May.

Let us also pause; and, leaving "the rules of politeness" to serve the commodore on some other occasion, examine upon what more stable ground he claims the privilege of being first answered. The President was a neutral, the Little-Belt a belligerent ship: one was at peace with all the world, the other at war with the greater part of it. The belligerent vessel has an unquestionable right to conceal her condition, to wear false colours, give a false answer, or no answer at all; in short, to practise every artifice to deceive or mislead her supposed enemy; and she is to take every ship she meets as an enemy, until the contrary be shown. A neutral vessel, on the other hand, armed or unarmed, has no motive, and therefore no right, to practise deception: she is bound to observe common civility, if not "politeness," to every ship she meets; and, when questioned as to her name or national character, is bound to give it with frankness, because she has nothing to dread from the most ample disclosure of her situation. Hence commodore Rodgers, waving the law of politeness, should have conformed to the law of nations, and have answered captain Bingham's hail, although under the impression that he himself had asked the first question. But, in truth, the american frigate at this moment was, to all intents and purposes, a ship of war: she was not only armed, but prepared, for battle, and was resolved to have a battle with the ship, the little ship, that now so opportunely lay under her guns.

Little-Belt had as right to answer hail.

President ought to have done so.

From the numerous contradictions and cross

1811. May. Court of inquiry on american officers.

swearings that have grown out of this case, it has hitherto been a disputed point who fired the first shot. Having, however, learnt by experience, not to place implicit reliance in all that an American says or swears, we shall not let the subject pass without such a scrutiny, as may satisfy the minds of some, although it may not remove the doubts of all. The principal officers examined upon oath, at the court of inquiry held upon commodore Rodgers, were the acting captain, three out of the five lieutenants, two officers of marines, the master, and the chaplain. Captain Ludlow is "uncertain which fired the first gun, but the second gun was from the President." The first lieutenant believes the first shot was fired from the Little-Belt. The second lieutenant is sure it was; and so swears the junior lieutenant. Both officers of marines and the master depose to the same effect. The chaplain thinks the gun came from the Little-Belt, as he felt no jar in the President. With respect to the second gun, or that admitted to have been fired by the President, the lieutenant of marines swears it went off "in six seconds," and the master "in three or four seconds," after the first, or Little-Belt's gun.

Reason for considering that President fired the first gun.

So that the two guns were fired within, taking the lowest estimate, three seconds of each other. Might not the guns have been fired at the same instant? In short, might there not have been one gun, and one gun only fired? If so, that must have been the President's gun, because one of her guns is admitted to have gone off by accident; while the most positive denial exists as to the occurrence of any accident of the kind on board the Little-Belt. Moreover the captain, two lieutenants, master, and surgeon of the latter have solemnly declared, that the first gun was fired from the President. In this they are borne out by two british seamen, who, in company, as they say, with nearly 300 more, were on board the President during the action; and who, fearing a rupture with their native country, deserted from the

frigate soon after she arrived at New-York, and proceeded to Halifax, Nova-Scotia. One of these men, William Burnet, swears that he was stationed at the second division of guns on the main deck; that, while the commodore was hailing the second time, a gun in his division went off, he thinks by accident; that he was then looking at the Little-Belt through one of the ports, and is positive that she did not fire. The other man, John Russell, corroborates his shipmate's testimony, and adds, that a man got entangled in the lanyard of the lock and thus occasioned the gun to go off. Burnet swears also, that lieutenant Belding, who commanded in his division, knew and declared that the President fired the first shot, and, just before dark, saw with his glass, and observed to him, that the Little-Belt's colours were british. Burnet states likewise, that the ship was a small ship. It is therefore easy to conjecture, why lieutenant Belding was not summoned to give his evidence at the court of inquiry: perhaps the other absent lieutenant might have been equally unfit for a witness in the commodore's cause. 1811. May.

Not a doubt, therefore, remains upon our mind, that the first gun was fired, unintentionally we admit, by the american frigate; and, had the british sloop immediately opened her fire in return, being satisfied at the time that it was a neutral man of war she was engaging, we should have no hesitation in saying, that captain Bingham acted with precipitation: that he ought to have repeated his hail, or sent an officer on board, to demand an explanation. As it was, however, both parties appear to have given a simultaneous vent to their fury; one, as lieutenant Creighton swears captain Bingham informed him, on the supposition that he was defending himself against an avowed enemy; the other, according to the american version of the proceeding, with the intention of chastising the insolence of a pretended friend. Both parties too precipitate.

In awarding this "chastisement," commodore Rodgers

1811. May. Conduct of commodore Rodgers.

tells us, he was governed by "motives of humanity and a determination not to spill a drop of blood unnecessarily;" and yet his own captain swears, that the commodore's orders were "to fire low and with two round shot." His subordinate officers and men, emulous to please, fired low enough, and loaded their guns, not only with round and grape shot, but with "every scrap of iron that could possibly be collected." The consequences of this humane and magnanimous conduct on the part of, in the words of an american editor, "one of the largest 44s that ever floated," against a ship, that was considerably less than one third of her size, and not one fourth equal to her in point of force, have already been detailed.

Singular mistake respecting the size and force of the Little Belt.

True it is, that one of the President's officers has sworn, that he "thought the Belt a heavy frigate until next day," and another, that he "took her for a frigate of 36 or 38 guns." The commodore, too, confesses himself to have been similarly deceived. What must have been the astonishment of all these swearers, when "the next day" discovered their late antagonist to be a ship scarcely exceeding in length the space between the President's bows and her gangway ladder, and whose topmast heads ranged very little higher than their ship's lower yard-arms. That such a mistake should have happened seems unaccountable; especially when there was light enough for captain Ludlow to see that his opponent's "gaff was down, and her maintopsail yard on the cap," and when the distance between the two ships is admitted not to have exceeded 70 or 80 yards. However, the american commodore, in all he said was believed, and for all he had done was commended, in the quarter to which alone, beside his conscience, and that probably was not an over-squeamish one, he considered himself responsible. On the other hand, the captain, officers, and men of the Little-Belt, for the spirit and firmness they had manifested throughout the whole of the unequal contest, which, according to our contemporary,

"it was the misfortune of captain Bingham" to be engaged in,* were greeted with applause by every generous mind, some in America not excepted; and on the 7th of February, 1812, as a proof that the lords of the admiralty were far from displeased with his conduct, captain Bingham was promoted to post-rank. 1811. Feb. Promotion of capt. Bingham.

On the 2d of February, at 5 P. M., the three french 40-gun frigates Renommée, commodore François Roquebert, and Clorinde and Néréide, captains Jacques Saint-Cricq and Jean-François Lemaresquier, sailed from Brest, each having on board 200 troops and a supply of munitions of war, bound, in the first instance, to the Isle of France; the capture of which, in the preceding December, was of course unknown, although as a contingency provided against, by the port of Batavia's being named for the succedaneous destination. Bad weather nearly separated the frigates the first night; and a continuance of contrary winds occasioned the squadron to be 18 days going the first 200 leagues of the voyage. On the 24th of February, by some Lisbon newspapers found on board a portuguese ship, the french commodore gained intelligence, that an attack was intended, and had perhaps already been made, upon the island to which he was first destined. The favourable change in the wind was taken immediate advantage of, and all sail crowded upon the three ships. On the 13th of March the frigates crossed the line; on the 18th of April, in latitude 38°, doubled the Cape of Good Hope; and on the 6th of May, at 11 P. M., being the ninety-third day since their departure from Brest, arrived within five miles of Isle de la Passe, situated, as already known, at the entrance of Grand-Port, or Port-Sud-Est. Soon after midnight a boat from each frigate was despatched to the shore, to gain intelligence. M. Roquebert sails from Brest for the Isle of France. Arrives off Isle de la Passe.

The night was calm, and yet not a musket could be heard. This encouraged the hope, that the island was still in french possession. Daylight on the 7th arrived, and the colours hoisted at the fort upon Discovers that the colony is in

* Brenton, vol. iv. p. 555.

1811. May. possession of the British

Isle de la Passe were french; but they were unaccompanied by the private signals. This gave the first serious alarm to commodore Roquebert and his companions. At sunrise five sail successively hove in sight to leeward; and about the same time was observed, at Isle de la Passe and along the coast, the signal of three french frigates being to-windward: a signal fully understood by the latter, as being made according to the code in use at the island previously to its surrender.

British squadron discovers french squadron.

Two of the five sail thus seen were unarmed vessels, probably coasters; but the remaining three were the british 18-pounder 36-gun frigates Phœbe and Galatea, captains James Hillyar and Woodley Losack, and 18-gun brig-sloop Racehorse, captain James De Rippe, part of a squadron which had been ordered by rear-admiral the honourable Robert Stopford, the commander in chief on the Cape station, to cruise off the Isle of France, to endeavour to intercept these very frigates, and two others, in all probability, the new 40-gun frigates Nymphe and Méduse, from Nantes, of whose expected arrival intelligence had been received. The british ships were presently under all sail upon a wind in chase; the Galatea's gig, with the intelligence, having previously been despatched to captain Charles Marsh Schomberg, of the 18-pounder 36-gun frigate Astrea, lying in Port-Louis.

In the course of the forenoon the Renommée's boat returned on board, with information of what had befallen the colony; the details of which were communicated by two negroes whom the boat had brought off. The boats of the Clorinde and Néréide appear to have been captured. The three french frigates now tacked and stood to the eastward, followed by the two british frigates and brig-sloop. At 3 P. M. the French hoisted their colours, and the British soon afterwards did the same. At sunset the french squadron bore south-east of the british, distant about three leagues, the wind a moderate breeze from the same quarter.

Proceeds in chase.

On the 8th, at 4 A. M., the distance between the two hostile squadrons was diminished to six or seven miles; and at 8 A. M. the french frigates bore up, and, with a light air of wind, stood towards the Phœbe and Galatea. These, along with the Racehorse, shortly afterwards wore and steered to the westward, in the direction of Isle Ronde, then distant five or six leagues. Wishing, with the odds against him, to have a commanding breeze to manœuvre with, and expecting every moment to be joined by the Astrea from Port-Louis, captain Hillyar rather avoided than sought an engagement; and towards evening, when the two squadrons were scarcely five miles apart, commodore Roquebert, considering it, as he states, unsafe to follow the british ships into the current that runs between Isle Ronde and Isle Serpent, discontinued the chase and hauled up to the eastward. 1811. May. Is chased in turn. Both parties separate by mutual consent

On the 9th, at daylight, the two squadrons regained a distant sight of each other; but, the Phœbe and Galatea bearing up about noon to join the Astrea, the french ships disappeared. The three british frigates then steered for Port-Louis, and on the 12th came to anchor off the harbour. It appears that, at one period, while the two squadrons, before the junction of the Astrea, were in the presence of each other, the ship's company of the Galatea went aft and requested their captain to bring the enemy to action. In order to concert with his senior officer upon that or some other subject, captain Losack went on board the Phœbe; and, on his return, the crew of the Galatea, supposing their wishes were about to be gratified, gave him three cheers. French ships disappear. Anecdote of Galatea's crew.

Commodore Roquebert reduced the crews of his ships to two-thirds allowance of provisions, and resolved to attempt a surprise upon some post on the windward side of Isle Bourbon. Having, by the 11th, passed 20 leagues to-windward of the Isle of France, the three french frigates bore up for Isle Bourbon, and on the same night made the land. The boats of the squadron, having on board a division of Commodore Roquebert takes possession of Tamatave.

1811. May. the troops, attempted to disembark at a post that was known to be weakly manned, but were prevented by the heavy surf. Thus disappointed, the french commodore stood across to the coast of Madagascar, to endeavour to obtain a supply of provisions. On the 19th the ships made the isle of Prunes, and the same evening surprised the small settlement of Tamatave, in Madagascar; the garrison of which consisted of about 100 officers and men of the 22d regiment, and, except a small proportion, were sick with the endemial fever of the country. This settlement had been taken from the French on the 12th of the preceding February, by the above detachment of british troops, sent thither by Mr. Farquhar, the governor of the Isle of France, in the 18-gun brig-sloop Eclipse, captain William Jones Lye.

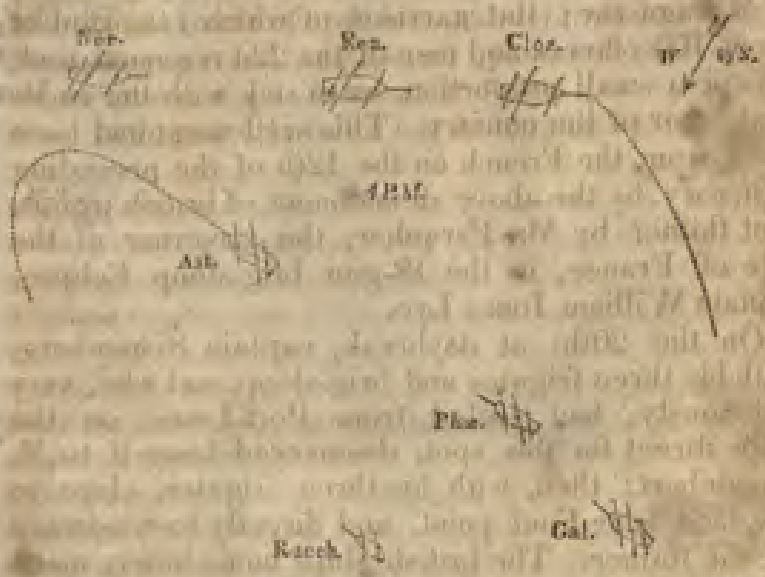
Is fallen in with by captain Schomberg.

On the 20th, at daybreak, captain Schomberg, with his three frigates and brig-sloop, and who, very judiciously, had sailed from Port-Louis on the 14th direct for this spot, discovered himself to M. Roquebert; then, with his three frigates, close to the land near Foul point, and directly to-windward of the former. The british ships immediately made all sail in chase, with a light breeze from off the land, or from the west by north; but the french ships continued lying to, to await the return of two of their boats from Tamatave. The Renommée's boat at length came off; and at noon the french commodore formed his three frigates in line of battle, placing the Renommée in the centre, the Clorinde ahead, and the Néréide astern. The British, in the mean while, were closing their opponents as fast as the light and variable winds would permit, formed in the following order: Astrea, Phœbe, Galatea, in line ahead, and the Racehorse nearly abreast of the Phœbe, or centre-ship, to-leeward.

Action commences

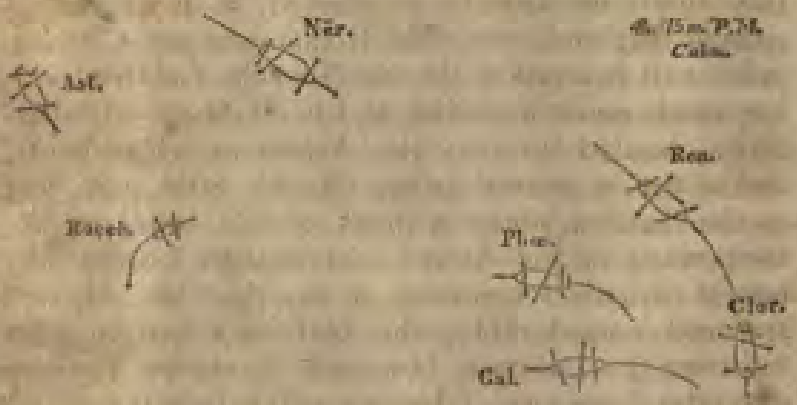
At 3 h. 50 m. P. M. the french frigates, being on the larboard tack, wore together, and, after keeping away for a short time, hauled up again on the same tack. The british ships were now approaching on the

opposite or starboard tack; and, as soon as the Astrea, who was considerably ahead of her second astern, had arrived abreast of the Renommée, the latter opened her fire at long range. At a few minutes before 4 P. M. the Astrea returned this fire; as did also the Phœbe and Galatea, as they advanced in succession. Thus: 1811. May.



Having passed out of gun-shot astern of the Néréide, the Astrea prepared to tack and renew the action; but, as was to have been expected so near to the land, particularly Madagascar, the cannonade produced an almost instantaneous calm to-leeward. Having, in consequence, missed stays, the Astrea attempted to wear, and had scarcely accomplished that, ere there was an entire cessation of the breeze. From their weatherly position, the french ships of course felt its influence the longest; and the breeze did not quite leave them until the Clorinde and Renommée had bore up and stationed themselves, in a most destructive position, across the starboard quarters and sterns of the Phœbe and Galatea. Now was the time for the Racehorse, with her facility of sweeping, to have distinguished herself, by taking a position close athwart the hawse of the Ships becalmed

1811. May. Néreide, between whom and the Astrea a distant and partial cannonade was maintained. The Racehorse did begin sweeping, but stopped to engage long before her shot could reach the french frigate; and, in consequence, the Astrea made the brig's signal to engage more closely, and, as it was never answered, kept it flying. Owing to the leeward position of the Galatea, and the efforts of the Phœbe, by backing her sails, to support her consort, these two ships lay nearly abreast of each other, in the manner represented in the following diagram:



Phœbe closes Néréide.

On the starboard quarter of the Phœbe lay the Renommée, and on her starboard bow the Néréide; who had just cleared herself from the Astrea and Racehorse, then upwards of a mile and a half ahead of their two consorts, and like them in an ungovernable state for the want of wind. At 6 h. 30 m. P. M. a light air from the south-east enabled the Phœbe, who had hitherto been able only to bring her bow guns to bear on the Néréide and her quarter ones on the Renommée, as the swell hove her off and brought her to, to close the Néréide in a raking position; and whom, at the end of 25 minutes, the Phœbe completely silenced, but was then obliged to quit, as the Renommée and Clorinde were fast approaching to the support of their nearly overpowered consort.

These two frigates, in the mean time, having kept their broadsides to bear by the aid of their boats, had

terribly battered the Galatea. The cutter of the latter having been cut adrift by a shot while towing astern, the jollyboat was got ready to tow the ship's head round; but a shot sank her just as the tow-rope was being handed on board, and, scarcely were the tackles got up to hoist out a third boat, when a shot carried away the foreyard tackle. Some seamen now got sweeps out of the head; and at length the Galatea was enabled to open her broadside upon her two antagonists, particularly upon the Renommée, who received the greater portion of her fire. About this time, as already mentioned, a light breeze sprang up; and, while the Renommée and Clorinde made sail to support the Néréide, the Galatea, with her masts much wounded, and her hull greatly shattered, hauled towards the Astrea and Racehorse, and at 8 P. M. ceased firing. At 8 h. 30 m. P. M., just as the Galatea, under a press of sail, was passing to-leeward of the Astrea, and captain Losack had hailed captain Schomberg, to say that his ship had suffered considerably, the Galatea's fore topmast fell over the larboard bow and the mizen topmast upon the main yard. Having at this time three feet 10 inches water in the hold, her foremast, main yard, main topmast, and bowsprit badly wounded, and her rigging of every sort cut to pieces, the Galatea hailed the Racehorse for assistance, and captain De Rippe sent on board a midshipman and 10 men. Captain Losack then made the night-signal of distress to the commodore. The Astrea immediately closed the Galatea; and, hailing, was informed, that the latter was in too disabled a state to put her head towards the enemy and renew the action.

1811. May.

Critical state of Galatea.

Galatea too much disabled to continue the action.

The Astrea then wore round on the larboard tack; and captain Schomberg ordered the Racehorse to follow him closely, as he intended to renew the action as soon as the Phœbe was in a state to give her support. This frigate was promptly reported ready; and at about 8 h. 25 m. P. M. the Astrea, Phœbe, and Racehorse bore up towards the enemy,

Astrea and Phœbe make sail in chase.

1811. May. whose lights were then visible in the west-north-west. It appears that, after the Renommée and Clorinde had obliged the Phœbe to quit the Néréide, the latter, on account of her disabled state, was ordered by the commodore to make for the land; while the Renommée, followed by her remaining consort, hauled up in line of battle to renew the engagement. Shortly afterwards the Clorinde lost a man overboard, and, in bringing to to pick him up, necessarily dropped astern of her leader. Captain Roquebert, however, in the most gallant manner, stood on his course, and at 9 h. 50 m. P. M. came to close action with the Astrea, whom, with a heavy fire of round, grape, and musketry, the Renommée attempted to lay athwart hawse; but, aware of the numerical superiority of her opponent, the Astrea avoided coming in contact. After an animated cannonade of about 25 minutes, during which the Phœbe fired a few raking shot at the Renommée, and the Racehorse discharged a whole broadside directly between the masts of the Astrea, and set her mainsail on fire, the french ship made the signal of surrender. Captain Hillyar now ordered the Racehorse to take possession of the Renommée; but the brig, just at this moment losing her fore topmast from a wound it had received, was unable to do so. Captain Schomberg then sent on board the prize, in a sinking boat, lieutenant Charles Royer,* lieutenant of marines John Drury, and five seamen; and the Astrea and Phœbe made all sail after the Clorinde, who had shamefully kept aloof during her commodore's gallant action, and was now under a press of canvass on the larboard tack, endeavouring to effect her escape.

Renommée surrenders.

Clorinde makes off.

Alleged surrender of that frigate.

Captain Schomberg says: "Another frigate, on closing, struck, and made the signal also; but, on a shot being fired at her from her late commodore, she was observed trying to escape;" and, in another place, "The ship that struck and escaped was La

* Called Rogers in the gazette-letter.

Clorinde." Nothing of this appears in the french accounts. On the contrary, the complaint there is, that the Clorinde avoided closing. If we are of opinion that the french ship did not surrender, it is not because the french captain has said so, but because we cannot discover that the Clorinde was so pressed, as to render such a step necessary. That will be more apparent, when we come to state her loss. Moreover it was dark; and our experience in investigating accounts has taught us, that mistakes of the kind are frequently made, even where the action is fought in broad daylight. The chase of the Clorinde was continued until 2 A. M. on the 21st; when, finding that, on account of the perfect state of her rigging and sails, the Clorinde gained considerably on the Astrea and Phœbe, the two latter wore, to cover the captured ship, and form a junction with the Galatea. At this moment the fore topmast of the Phœbe, from the wounds it had received, fell over the side.

1811. May. Clorinde ranges and Astrea and Phœbe discontinue the chase.

The principal damages of the Astrea were in her sails and rigging, and they were not material. Out of her complement, (admitting all to have been on board, which we rather think was not the case,) of 271 men and boys, she had two seamen killed, her first lieutenant, (John Baldwin,) 11 seamen, three marines, and one boy wounded; total, two killed and 16 wounded. The Phœbe, besides the loss of her fore topmast, had her three masts and bowsprit badly wounded, her sails and rigging much cut, and her hull struck in several places; and her loss, out of a complement the same as the Astrea's, consisted of seven seamen killed, one midshipman, (John Wilkey, severely,) 21 seamen, (one mortally and nine severely,) and two marines wounded; total, seven killed and 24 wounded. The disabled state of the Galatea's masts and rigging has already been described. The ship had 55 shot-holes in her hull, 29 on the starboard and 26 on the larboard side; and her stern was also much shattered. Her loss,

Damage, &c. on british side.

1811. May. out of a complement the same as that of either of her consorts, was her first lieutenant of marines, (Hugh Peregrine,) eight seamen, and five private marines killed, her captain with a lacerated wound by a splinter, but his name does not appear in the official return, second lieutenant of marines, (Henry Lewis,) 14 seamen, (two mortally,) five private marines, severely, and her first lieutenant, (Thomas Bevis,) two midshipmen, (Henry Williams and Alexander Heming,) 17 seamen, four private marines, and three boys slightly wounded; total, 16 killed and 46 wounded. The Racehorse, notwithstanding that some chance shot had knocked away her fore topmast, appears to have escaped without any loss.

Loss on french side.

With respect to the french ships, the Renommée, according to the french official account, sustained a loss, out of a complement, including troops, of 170 officers and men, of 93 killed and wounded. Among the former, was her gallant captain, M. Roquebert, and among the severely wounded, colonel Barrois, the senior officer of the troops; also her first lieutenant, Louis-Auguste Defredot-Duplanty, who only went below to have his wound dressed, and fought the ship in the bravest manner. The Néréide, upon the same authority, had her captain and 24 seamen, marines, and soldiers killed, and 52 wounded; and the Clorinde, occasioned probably by the fire of the Galatea when the latter got her broadside to bear, had one man killed and six wounded. The british official account states the killed and wounded of the Renommée at 145, and that of the Néréide at 130.

Relative force of the parties.

The relative force of the parties in this contest requires a few observations. The three british frigates were all of the same class, and of nearly the same size, the Astrea measuring 956, the Phœbe 926, and the Galatea 945 tons. The forecastle and quarterdeck establishment of the Astrea and Galatea was, 14 carronades, 32-pounders, and two long nines, making the total number of guns 42. The

Phœbe appears to have mounted two more nines, making her number of guns 44. The complements have already been enumerated. With respect to the Renommée, Néréide, and Clorinde, they were not quite so formidable as some of the french frigates which have been named in these pages. When it is known, that the french 36-pounder carronade weighs seven per centum more than the english 42, it will be readily conceived, that 10 or 12 of the former were too much for the quarterdeck of a french frigate of 1080 or 1100 tons; especially, in the usual contracted state of that deck and the comparative flimsiness of its barricade. It appears, therefore, that in the year 1810 the establishment of the french 40-gun frigate was altered, from twelve 36-pounder carronades and four or six eights, to fourteen 24-pounder carronades and two eights; and even the french 24-pounder carronade weighs within about 120 pounds of the english 32, and so nearly agrees with the latter in size, as to be easily taken for a carronade of that caliber. According to this statement of the guns on each side, the broadside force of either the Astrea or Galatea was 467 lbs., and that of any one of the three french frigates 461 lbs. The complements of either of the latter, even without the troops, far outnumbered that of either of the three british frigates. In point of size, the french frigates had also the advantage; the Renommée measuring 1073, the Clorinde 1083, and the Néréide 1114 tons.

1811. May.

New carronade establishment upon french frigates.

The difference in guns, men, and size, therefore, between a british 18-pounder 36 and a french 40 gun frigate, rendered the parties in this action, notwithstanding the presence of the brig, who, it is clear, might as well have been in Port-Louis harbour, about equally matched; that is, making due allowance for the side which possessed the inferiority in number of men. Had the Renommée not have been somewhat roughly handled by the Galatea, and had the Clorinde, when the Renommée was attacked by

Remarks on the action.

1811. May. the Astrea and Phœbe, given to the former the support that was in her power, the french commodore's ship, in all probability, would have effected her escape; and that without the slightest disparagement to the Astrea. The resolute conduct of the Néréide, in not surrendering to the Phœbe after having sustained so heavy a loss in killed and wounded, redeems, in some degree, the previous shyness, on two occasions, of captain Lemaresquier;* unless we are to consider that, as he fell in the action, the credit of not striking the colours is due to the next officer in command, lieutenant François Ponée. With respect to the Clorinde, the behaviour of her captain on the present, perfectly agrees with his behaviour on a former occasion. M. Saint-Cricq abandoned his commodore in March, 1806;† he does the same in May, 1811: then his heels could not save him; now they do save him. Upon the whole, if some glory was lost to the french navy by the misconduct of the Clorinde, more was gained to it by the acknowledged good conduct of the Renommée and Néréide.

On the 21st, at daylight, the Astrea, Phœbe, and Racehorse discovered the Renommée and Galatea to-windward; and their bearings, as taken on board the Racehorse, were, Galatea south-west by south, Renommée south-west by west. A very singular circumstance appears to have prevented the Galatea from joining her three consorts to-leeward. It will be remembered, that only two officers and five men were sent to take possession of the Renommée, who had then a crew of nearly 400 effective officers and men. In this state of things, the surprise is, that the French did not retake their ship. It appears that the crew wished to do so; but that colonel Barrois, who, according to the etiquette of the french service, was now the commanding officer, acting upon a principle of honour which some of the french naval captains would do well to imitate, refused to give

Alleged reason of Galatea not rejoining her consorts.

* See vol. v. pp. 144, 333. † See vol. iv. p. 325.

his sanction to the proceeding. Hence lieutenant Royer and his few hands remained throughout the night in quiet possession of the prize; but were not permitted, when daylight came, to hoist the english over the french flag, nor to make any signal, either to the Galatea who was to-windward, or to the Astrea and her consorts, who were at a great distance to-leeward of them. Not knowing, of course, that the Renommée had been captured, and getting no answer to his signals, from this ship for the reason already stated, nor from the Astrea and Phœbe because of their great distance off, captain Losack doubted if it was not the french squadron of which he was in sight; and, while the Renommée bore up to join the Astrea and Phœbe, the Galatea made the best of her way to Port-Louis. 1811. May.

Having taken out the prisoners from the Renommée, and placed on board a proper prize-crew, captain Schomberg now first learnt the situation of Tamatave. The damaged state of the Phœbe not admitting her to beat up quickly against the wind and current, captain Schomberg despatched the Racehorse in advance, to summon the french garrison to surrender. On the evening of the 24th the brig rejoined the Astrea, with the intelligence of the arrival of the Néréide at Tamatave. As this was the nearest port in which he could get his ship repaired, lieutenant Ponée had proceeded straight thither, and immediately moored the Néréide in the most advantageous manner for resisting the attack which he hourly expected to be made. Capt. Schomberg detaches Racehorse to Tamatave

The Astrea, Phœbe, and Racehorse immediately made sail for Tamatave, but were prevented by a strong gale from getting a sight of the french frigate, until the afternoon of the 25th; when, no one in the british squadron possessing any local knowledge of the spot, and it being considered impracticable to sound the passage between the reefs without being exposed to the fire of the frigate and a battery of 10 or 12 guns, captain Schomberg sent captain Sails there himself in search of Néréide.

1814. May. De Rippe, with a flag of truce at his brig's mast-head, and a summons of surrender to the french commanding officer. In that summons the latter is informed, that the "Renommée and Clorinde have struck after a brave defence." The inference here intended is pretty clear, and a ruse may be allowed in such cases; but an officer should be cautious how he signs his name to a document bearing upon the face of it what may afterwards subject his veracity to be called in question.

Summons her to surrender.

Lieutenant Ponée, like a brave man, refused to surrender unconditionally; but proposed to deliver up the frigate and fort to the British, on condition that he, his officers, and ship's company, and the troops in garrison on shore, should be sent to France, without being considered as prisoners of war. The terms were agreed to; and on the 26th the fort of Tamatave and its dependencies, the frigate and a vessel or two in the port, were taken possession of by captain Schomberg; who, having first, as a precautionary measure on account of the number of prisoners in the two frigates, caused the guns on the battery to be spiked, went into Tamatave with his squadron.

Lieut. Ponée obtains terms and Nérélde surrenders.

Having thus disposed of two of M. Roquebert's three frigates, we will endeavour to show what became of the other. Captain Saint-Cricq made so good a use of the entire state of the Clorinde's rigging and sails, that by daylight on the 21st he had run completely out of sight of both friends and foes. After ruminating awhile on his "melancholy" situation, the french captain bent his course towards the Seychelle islands; under one of which he anchored, and on the 7th of June set sail on his return to France. On the 26th the Clorinde reached the island of Diego-Garcia; and, having obtained some cocoas and a supply of wood and water, sailed thence on the 28th, and on the 1st of August rounded the Cape of Good Hope. Between the 23d of August and 16th of September, captain Saint-Cricq fell in

Clorinde sails for Europe

with several english and american provision-laden merchant vessels, and from among them supplied the principal part of his wants. 1811. Aug.

On the 24th, when close to the port of her destination, the Clorinde was very near sharing the fate of her late consorts. At daylight she was discovered and chased by the british 80-gun ship Tonnant, captain sir John Gore; who ineffectually endeavoured to cut her off from entering the passage du Raz. At noon the Tonnant fired a shot at the Clorinde; and at about 1 h. 30 m. P. M., when the Saintes islands bore north-east by north four miles, discharged her broadside. The british 80 continued the chase, in a fresh gale at north-west and heavy sea, and passed through the Raz. At 2 P. M., when running, under a press of sail, between the Vieille rock and Pointe Carnarvan and coming up fast with the frigate, the Tonnant lost her main topmast and fore and mizen topgallantmasts by the violence of the wind. The latter, nevertheless, opened a smart fire upon the Clorinde, then within little more than pistol-shot distance; but the frigate, having judiciously reduced her sails when the squall came on, now possessed them all in a perfect state, and soon outran her pursuer. After receiving a few harmless shot from the battery on Pointe Trépassée, the Tonnant gave over the chase; and at 5 P. M. the Clorinde anchored in the road of Brest.

Falls in with and is nearly captured by Tonnant.

Anchors in Brest road.

It unfortunately happened, that the action off Madagascar was not allowed to pass without a charge, an implied charge, at all events, of misconduct on the british side. Having previously stated, in his official letter, captain Losack's report of the disabled state of his ship, captain Schomberg says: "I am, however, called upon by my feelings, and a sense of my duty, to bear testimony to the meritorious conduct of the officers and ships' companies of his majesty's ships Phœbe and Astrea." Not a maravedi, in the way of praise, is bestowed upon the Galatea or Racehorse. Admitting the brig to

Captain Schomberg's letter.

1811. Aug. Charge against captain Losack.

have been a little shy, what had the frigate done to deserve such treatment? The Galatea was certainly more struck in the hull than either of her two consorts, and had lost two of her topmasts, when they had every topgallantmast standing. The Galatea had also lost nearly four times as many men in killed and wounded as the Astrea, and a third more than the Astrea and Phœbe united. We can hardly suppose that captain Schomberg expected the Galatea, in such a state of disability, to renew the action, but merely wished her to put her head the right way. That was not done, although we see no reason, judging from the Galatea's previous conduct, to doubt that the attempt was made. It was this apparent omission, coupled with the circumstance of hoisting, in the presence of the enemy, a signal of distress, when not reduced to the emergency of being actually sinking or on fire, that called down upon the Galatea's captain, officers, and crew, the severe punishment inflicted by captain Schomberg.

Latter demands a court-martial and is refused.

Although the account of this action, given by our contemporary, partakes largely of the inaccuracies that pervade all his accounts of proceedings in the vicinity of the isles of France and Bourbon, captain Brenton has, we are assured, stated one fact correctly. "Captain Losack, on his return to England, demanded a court-martial, which the lords commissioners of the admiralty, judging no doubt from the log-books, did not think proper to grant, and informed captain Losack, that they were satisfied with his conduct."* But in a case like this, in which the courage of a naval officer is publicly impugned, the approbation, if it amounts to that, of the lords commissioners of the admiralty is of very little value: the opinion of the profession at large, that by which alone the character of the officer is to stand or fall, is not moved a jot by it. We think, with submission, that the board of admiralty should not have refused

* Brenton, vol. iv. p. 561.

captain Losack's application. A court-martial would have completely settled the point; and, admitting that the captain, as the director of the movements of the ship, was the responsible party, why did not the first lieutenant, on behalf of the remaining officers and crew of the Galatea, as was done in the instance of the Uranie,* apply to have captain Losack brought to trial? In a case like this, no efforts should be spared to get redress; and, had redress been zealously and pertinaciously sought by captain Losack, we cannot think but that he would have eventually obtained it. 1811, Aug.

It was not during many months that the captain of the Clorinde was allowed to enjoy the ease and comfort, the good cheer and safe quarters, of a home-port. On the 13th and five succeeding days of March, 1812, captain Saint-Cricq was tried by a court-martial, for not having done all in his power in the action in which the Renommée had been captured; for having separated from his commodore in the heat of the battle, when he ought to have closed him, &c.; and for having omitted to proceed to Java, as prescribed by his instructions dated December 22, 1810, in case of inability to enter the Isle of France. Upon these charges the french captain was found guilty, and sentenced to be dismissed the service, degraded from the legion of honour, and imprisoned for three years. Capt. Saint-Cricq dismissed the french service for his conduct in this action.

The Néréide and Renommée, being both new frigates, and the fi[illegible] a particularly fine one, were added to the class of british 38s; the Néréide, under the name of Madagascar, and the Renommée, under that of Java. Lieutenants John Baldwin and George Scott, first of the Astrea and Phœbe, were each deservedly promoted to the rank of commander; but lieutenant Thomas Bevis, the first of the Galatea, and who was wounded in the action, still remains a lieutenant. This, surely, is an exteusion of the

* See vol. iv. p. 491.

1811. April. blasting effects of the charge against the Galatea never contemplated by its author.

COLONIAL EXPEDITIONS.—EAST INDIES.

British expedition against Java sails from Madras.

On the 18th of April, the expedition destined for the conquest of the dutch island of Java having, under the personal directions of captain Christopher Cole of the 36-gun frigate Caroline, by the express orders of vice-admiral Drury issued during the illness that terminated his life, completed its preparations, the first division of the troops, commanded by colonel Robert Rollo Gillespie, sailed from Madras roads under the convoy of the Caroline, and on the 18th of May anchored in the harbour of Penang or Prince of Wales's island, the first point of rendezvous. On the 21st the second division of the troops, commanded by major-general Wetherall, and escorted by the british 38-gun frigate Phaëton, captain Fleetwood Broughton Reynolds Pellew, arrived also, having quitted Madras about six days after the Caroline. On the 24th the Caroline and Phaëton, with their respective charges, sailed from Penang, and on the 1st of June arrived at Malacca, the second rendezvous. Here the expedition was joined by a division of troops from Bengal, and by lieutenant-general sir Samuel Auchmuty, and commodore William Robert Broughton of the Illustrious 74, the military and naval commanders in chief. The whole of the troops thus assembled, including 1200 too sick to proceed, amounted to 11960 officers and men, of whom very nearly half, or 5344, were Europeans.

Joined by commodore Broughton.

Sails from Malacca and arrives off Boompies island.

On the 11th of June the fleet, leaving behind the 1200 sick, sailed from Malacca, and in a few days entered the straits of Sincapore. Having cleared these, and passed Timbalan and a number of other islands, the expedition arrived on the 3d of July at the High Islands, which had been appointed the third rendezvous. On the 10th the fleet quitted the High Islands, and on the 20th reached Point Sambar, at the extremity of the south-west coast of the island

of Borneo, the fourth and last point of rendezvous. Quitting Sambar on the following day, the 21st, the fleet arrived on the 30th off Boompies island, which lies nearly abreast of Indramayo river on the Java coast. Here the two commanders in chief waited awhile, in expectation of being joined by some frigates with intelligence. 1811. May.

We will take this opportunity of narrating two or three creditable little affairs, that occurred on the Java coast, while the expedition was on its way from Madras and waiting off Boompies island. On the 23d of May, at daylight, the british 12-pounder 32-gun frigate Sir-Francis-Drake, captain George Harris, being about 13 miles to the north-east of the port of Rembang, island of Java, on her way to Sourabaya, discovered, lying at anchor about three miles nearer to the shore, a flotilla of dutch gun-vessels, consisting of 14, nine of them felucca, and the remaining four prow, rigged. On seeing the frigate, the gun-vessels weighed and stood for Rembang, but were so closely pressed, that by 7 A. M. three or four broadsides brought five of the feluccas to an anchor under the Drake's guns, and they were immediately taken possession of. The others, finding themselves cut off from their port, furled sails, and pulled up in the wind's eye directly for the shore. Sir-Francis-Drake chases a flotilla of dutch gun-vessels and captures five.

Shoaling his water considerably, captain Harris despatched lieutenants James Bradley and Edward Brown Addis, lieutenant of marines George Roch, midshipmen George Greaves, John Horton, and Matthew Phibbs, also lieutenant Knowles, Mr. Gillman, and 12 privates of the 14th regiment of foot, in four six-oared cutters and a gig, to board the gun-vessels; the Drake keeping under way, and working to-windward, to cover the boats. By 8 A. M., notwithstanding a sharp fire of grape from several pieces of ordnance, lieutenant Bradley and his party, without the loss of a man, made prizes of the remaining nine vessels, the crews of which leaped overboard or fled to the shore in their boats just as the British were Detaches her boats and captures nine others.

1811. May. ready to spring on board. The gun-boats had only been launched 15 days, and were large vessels measuring 80 feet overall, and 17 broad; fitted to carry a 7-inch howitzer and a 24-pounder carronade aft, and to pull 30 oars. Only one of the vessels, however, was found with her guns on board; and it was supposed, either that the crews had thrown the guns overboard, or that the vessels were proceeding to Sourabaya to be fully armed and equipped.

Capt. Sayer meditates an attack upon Fort Marrack.

The small british squadron cruising off Batavia was under the orders of captain George Sayer, of the 18-pounder 36-gun frigate Leda. Since sir Edward Pellew had proved that Batavia and Sourabaya were assailable anchorages, the harbour of Marrack, situated about 74 miles to the westward of Batavia, was the only spot to which the french frigates, daily expected with troops, could run for safety. The anchorage was defended by a strong fort, standing upon a promontory, and mounting 54 pieces of cannon, 18, 24, and 32 pounders, with a garrison of 180 soldiers. Captain Sayer resolved to make a night-attack upon this fort with the boats of the Leda and of the 74-gun ship Minden, captain Edward Wallis Hoare. The force, with which the attempt was to be made, was to consist of 200 seamen and marines and 250 troops, the latter to be embarked in the flat-boats which the two ships had on board; and lieutenant Edmund Lyons, of the Minden, who had previously reconnoitred the fort, was, at his particular request, to lead the party. A few hours before the boats were to push off from the Minden, intelligence reached captain Hoare, of the arrival of a battalion of dutch troops at the barracks situated about half a mile in the rear of the fort. Under these circumstances, the attack was deemed too hazardous, and the Leda's boats returned to their ship.

The arrival of dutch troops in the vicinity occasions plan to be abandoned.

Capt. Hoare detaches lieut. Lyons with two boats

On the 25th of July captain Hoare, by captain Sayer's direction, detached lieutenant Lyons with the Minden's launch and cutter, containing 19 prisoners, with orders to land them at Batavia; and, while there

and on his return down the coast, to gain all the information possible as to the enemy's movements in that part of Java. On the 27th lieutenant Lyons landed his prisoners at Batavia; and, from a conversation which he held with an intelligent resident, was fully persuaded that the Dutch had no intimation of the expedition being near Java, and did not expect to be attacked during the present monsoon. Conceiving that an attack at the north-western extremity of Java would draw the dutch troops in that direction, and thereby operate a favourable diversion, lieutenant Lyons, on the morning of the 29th, determined to make a midnight attack upon Fort-Marrack. This would appear, indeed, a rash undertaking for two boats' crews of 35 officers and men, especially when a force of 450 men had been thought inadequate to the service; but lieutenant Lyons was one of the officers who, about a twelvemonth before, had accompanied captain Cole in the storming of Belgica:* he therefore made light of difficulties, which to many, and those brave men too, would have seemed insurmountable.

1811. July. Of Minden to take prisoners to Batavia.

Lieut. Lyons resolves to attempt a surprise upon Fort Marrack.

Having made, during the day, every necessary arrangement, lieutenant Lyons, at sunset, placed his two boats behind a point, which sheltered them from the view of the enemy's sentinels. At half past midnight, the moon sinking in the horizon, the boats proceeded to the attack, and, on opening the point, were challenged by the sentinels, who almost at the same instant fired their pieces; a proof that all hopes of a surprise had vanished. Still resolved, lieutenant Lyons ran the boats aground, in a heavy surf, under the embrasures of the lower tier of guns; and he and his gallant fellows, placing the ladders, sprang up them in an instant. Some of the first that gained the walls killed three soldiers, who were in the act of putting matches to the guns; and in a few minutes the British found themselves in complete possession of the lower battery. Lieutenant Lyons

Lands, storms, and carries the fort.

* See vol. v. p. 468.

1811. July. now formed his men, his 34 men; and, leading them on, stormed and carried the upper battery. On reaching the summit of the hill, the little band of British perceived the dutch garrison drawn up to receive them. The sailors fired, then rushed to the charge; lieutenant Lyons calling out, that he had 400 men, and would give no quarter. On hearing this, the Dutchmen fled in a panic through the postern gateway at the rear of the fort.

Dutch fire at the fort from a battery in the rear.

At 1 A. M. on the 30th the Dutch opened a fire on the fort from a small battery in the rear, also from two gun-boats at anchor in the harbour. This fire was returned by a few guns; and, in the mean while, the remainder of the small party of British were employed in disabling the other guns, and in destroying as much as practicable of the battery. The first shot, fired at Fort Marrack from the battery in the rear, had struck the top of the postern or gateway through which the garrison had retreated; the second shot went through the gate; and the third shot, taking the same direction, convinced lieutenant Lyons that the Dutch had previously ascertained the range. The situation of the British was now critical and alarming, as the barracks in which was a whole battalion of dutch troops was only half a mile distant, and the drums were heard beating to arms. At this moment midshipman William Langton, the second british officer in command, and who had greatly distinguished himself in the assault, suggested to lieutenant Lyons to open the gate, and allow the shot to pass harmlessly through. This was done, and in the course of half an hour the enemy directed his shot considerably to the right of the gate; which left no doubt that the troops were advancing to the attack. Two 24-pounders, loaded almost to the muzzles with musket-balls, were now placed near the entrance of the gateway. This was hardly done, when the enemy's column was seen advancing; and, lest the guns should be fired too soon, lieutenant Lyons held one match and Mr. Langton

Troops advance to retake the battery

Are repulsed when close to the gate.

the other. The head of the enemy's column, on arriving within about 10 yards of the gate, perceived that it was open. The dutch troops immediately shouted, cheered, and rushed on. At that instant the two guns went off, and the gate was shut. The foremost of the assailants were mowed down by the murderous discharge; and those behind, seeing the gate shut, fled pêle-mêle down the hill, leaving the handful of British withinside to destroy the fort at their leisure. 1811. July.

This service was completed by dawn of day, and the last shot fired from the last gun that was spiked had sunk one of the two gun-boats. Lieutenant Lyons now deemed it prudent to retire. He did not do so, however, without leaving the british flag flying on the fort; and which flag had been hoisted under a heavy fire, in the most gallant manner, by midshipman Charles Henry Franks, a lad only 15 years of age. On coming to their boats, the British found the barge bilged, and beat up so high in the surf as to leave no prospect of getting her afloat. The whole 35, including Mr. Langton, slightly wounded with a bayonet, and three seamen also slightly wounded, embarked in the cutter, carrying with them the dutch colours. Thus to see them carried off as a trophy by a single boat's crew, an undeniable proof of the few men by whom the fort had been carried, must have been to the Dutch a truly mortifying sight. British sink one of the gun-boats, destroy the battery and retire.

But for one circumstance, we should probably have had to state that, for having thus accomplished, with 35 men, that which had been deemed too hazardous to undertake with 450, lieutenant Lyons was immediately promoted to the rank of commander. The bar was, that he had acted without orders. Captain Hoare called upon lieutenant Lyons to state his reason for making an attack, "the success of which," says the former in his letter to commodore Broughton, "so very far surpasses all my idea of possibility with so small a force, that comment from me would be superfluous." "I have only to add, that his con- Disapproval of the attack on Fort Marrack by commodore Broughton.

1811. July. duct on every former occasion, since he has been under my command, has merited my warmest approbation and esteem." Commodore Broughton, we believe, considered the undertaking as a rash one, and would not forward the account to the admiralty; but the commodore's successor on the station, rear-admiral Stopford, was of a very different opinion, as is evident from his reply to a letter of captain Sayer's, requesting that lieutenant Lyons, in the expedition of which we shall presently give an account, might act as his aide-de-camp at the batteries of Batavia. "I beg," says the rear-admiral, "you will tell Mr. Lyons from me, that I consider myself fortunate and happy in procuring the services of an officer who so eminently distinguished himself by his gallant and successful attack on Fort Marrack, and I fully approve of his remaining with you."

Contrary opinion of rear-admiral Stopford.

Procris attacks six gun-boats in Indramayo river.

During the night of the 30th the 18-gun brig-sloop Procris, captain Robert Maunsell, in obedience to orders from captain Sayer, stood in and anchored near the mouth of Indramayo river, and at daylight on the 31st discovered lying there six gun-boats, each armed with two guns, a brass 32-pounder carronade forward, and a long 18-pounder aft, and a crew of 60 men, protecting a convoy of 40 or 50 prows. The brig immediately weighed, and ran into a quarter less than three fathoms' water, but was then scarcely within gun-shot. Finding that the fire of the Procris made very little impression upon the gun-boats, and considering it an object of importance to attempt their destruction, captain Maunsell proceeded to the attack in his boats; embarking in them, in addition to their respective crews, lieutenants Henry J. Heyland and Oliver Brush, and 40 privates of the 14th and 89th regiments, detachments from which happened to be on board his vessel.

Capt. Maunsell in

Although opposed by a heavy fire of grape and musketry, the british boats succeeded in boarding and

carrying five of the dutch gun-boats; the crews of which, after throwing their spears at the assailants, leaped overboard. The sixth gun-boat would have shared the same fate, but caught fire and blew up before the British could get alongside of her. This exploit was performed without any loss of life on the british side, and with no greater loss in wounded, than one master's mate, (William Randall,) seven seamen, one boy, and two soldiers. Captain Maunsell speaks in the highest terms, as well of the troops and their officers, as of his first lieutenant George Majoribanks, and the three master's mates George Cunningham, William Randall, and Charles Davies. 1811, July. His boats capture five and blows up the sixth.

Having waited until the 2d of August without being joined by the expected ships, the expedition set sail, but had not proceeded far before the frigates hove in sight; and colonel Mackenzie, the officer who had been deputed to reconnoitre the Java coast, reported, as the most eligible spot for the disembarkation of the army, the village of Chillingching, about 12 miles to the eastward of Batavia. The commander in chief concurring, the fleet proceeded in that direction; on the 3d, in the evening, made Cape Carawang; and on the 4th, early in the morning, ran in for the mouth of Marandi river. Here the ships anchored during the interval between the land and sea breezes; and, weighing on the return of the latter, again stood in, and, before 2 P. M., were at anchor abreast of Chillingching. Expedition anchors before Chillingching.

So complete had been the arrangements, and so well chosen was the spot, that before dark the whole of the effective portion of the british infantry, amounting to upwards of 8000 men, of whom, as already stated, about half were Europeans, landed, without loss or opposition, covered on the left by the 36-gun frigate Leda, captain Sayer, who, being well acquainted with the coast, ran close in, and on the right by the frigates Caroline, Modeste, and Bucephalus, also the ship and brig sloops and honourable company's cruisers attached to the expedition. "The Troops are landed without opposition.

1811. Aug. rapid approach of the fleet had prevented the enemy from ascertaining the intended place of landing in time to send a force thither to guard it: this being noticed by captain Cole, he made the signal from the Caroline, for the advance of the army to land immediately, then hoisted out his boats, tripped his anchor, and dropped the Caroline nearer to the shore. No time was occupied in arranging the order of the boats, they being ordered to shove off when manned and filled with troops. His example being followed by captains Elliot and Pelly, and the boats of the other men of war being sent to assist in conveying the troops, about 8000 soldiers, with their guns, ammunition, and provisions, were landed in safety by half past six o'clock. Soon after dark the british advanced guard had a skirmish with the enemy's patroles, who, but for Captain Cole's alacrity and promptitude in making the above signal, without waiting to complete the arrangement of boats, &c., as usual in such cases, would have taken post in a wood at the back of the beach, and might have occasioned great loss to the invading army."*

Zeal and promptitude of capt. Cole.

Dutch force on the island.

General Daendels, the late governor-general of Java, had recently been superseded by general Janseus; and the latter, who had only been apprized of the intended attack since the 1st or 2d of the month, was now with his army, amounting to between 8000 and 10000 effective troops, native and european, shut up in the strong hold of Meester-Cornelis, an entrenched camp, situated about nine miles from the city of Batavia, and defended by two rivers, one on the east, the other on the west, with a number of redoubts and batteries guarding each pass. The circumference of these fortified lines was nearly five miles, and there were mounted in different parts of it 280 pieces of cannon.

On the 6th the Leda and small cruisers proceeded off the entrance of the river Anjole, or Antziol, dis-

* Marshall, vol. ii. p. 515.

tant about two miles from the capital; and the fleet anchored off Toujong-Prioch; where, in the course of the day, the advance of the british army, under the command of colonel Gillespie, took post. On the 7th, in the night, the advance crossed the river Anjoleon a bridge of flat boats, prepared by the navy, under the direction of captains Sayer, Maunsell, and Reynolds. On the 8th, in the morning, a flag of truce was sent into the city of Batavia, and a deputation came out from the inhabitants, requesting to surrender at discretion, and put themselves under the protection of the British. The lieutenant-general and commodore having agreed to respect private property, the advance under colonel Gillespie took immediate possession of the city; and the men of war and transports removed to the anchorage before it.

1811. Aug. British advance takes quiet possession of Batavia.

On the 9th rear-admiral the honourable Robert Stopford joined the expedition, and superseded commodore Broughton in the command of the fleet, which now consisted of the

Rear-adm. Stopford joins the expedition.

gun-ship			
74	Scipion	rear-adm. (r.)	the hon. Rt. Stopford.
		captain	James Johnson.
	Illustrious	commodore	Will. Rob. Broughton.
		captain	Rob. Worgan Geo. Festing.
	Minden	,,	Edward Wallis Hoare.
64	Lion	,,	Henry Heathcote.
gun-brig.			
44	Akbar	,,	Henry Drury.
38	Nisus	,,	Philip Beaver.
	Présidente	,,	Samuel Warren.
	Hussar	,,	James Coutts Crawford.
	Phaeton	,,	Fleetw. Broughton R. Pellew.
36	Leda	,,	George Sayer.
	Caroline	,,	Christopher Cole.
	Modeste	,,	hon. George Elliot.
	Phœbe	,,	James Hillyar.
	Bucephalus	,,	Charles Pelley.
	Doris	,,	William Jones Lye.
32	Cornelia	,,	Henry Folkes Edgell.
	Psyché	,,	John Edgcumbe.
	Sir-Francis-Drake	,,	George Harris.

1811. Aug.

Slps.	Procris	captain	Robert Maunsell.
	Barracouta	,,	William Fitzwilliam Owen.
	Hesper	,,	Barrington Reynolds.
	Harpy	,,	Henderson Bain.
	Hecate	,,	Henry John Peachey.
	Dasher	,,	Benedictus Marwood Kelly.
	Samarang	,,	Joseph Drury.

Company's cruisers, Malabar, (commodore John Hayes,) Aurora, Mornington, Nautilus, Vestal, Ariel, Thetis, and Psyche; making, with the transports and captured gun-boats, a total of nearly a hundred sail.

British prepare to attack general Jansens.

On the 10th a smart skirmish took place between the advanced division of each army; which ended in the defeat of the Dutch, and in the occupation by the British of the important post of Weltervreeden, distant about six miles from the city on the road to Cornelis. Preparations were now made to attack general Jansens in his entrenched camp at the latter place, distant about a league beyond Weltervreeden. On the 20th, in the night, the british army broke ground within 600 yards of the enemy's work; and on the evening of the 21st the batteries, mounting 20 long 18-pounders, together with eight howitzers and mortars, were nearly completed. To assist in erecting and fighting these batteries, 500 seamen had been landed from the squadron, under the orders of captain Sayer, assisted by captains Festing, Maunsell, Reynolds, and Edward Stopford: the latter a volunteer from on board the Scipion, where he was waiting to join his ship the Otter. A detachment of marines, under captain Richard Bunce of that corps, had also been disembarked from the ships, to increase the strength of sir Samuel's army, already considerably reduced by sickness.

Dutch make a sortie but are repulsed.

On the 22d, early in the morning, the Dutch made a sortie, attacked the works of the British, and gained a momentary possession of one of the batteries; but the former were at length repulsed and driven within their lines. Being thus foiled, the Dutch began to open from their redoubts a tremendous fire. Thirty-four heavy guns, 18, 24, and 32

pounders, bore upon the british front, and kept up an incessant and very destructive cannonade. On the 23d neither party fired; but on the 24th a severe cannonade began on both sides, and continued throughout that and the following day, with much mutual slaughter, and to the evident disadvantage of the Dutch, many of their guns being dismounted and their front line of defence much damaged. In this state of things, an assault was resolved upon, and that truly gallant officer colonel Gillespie was intrusted with the command of the principal attack. At midnight on the 25th the troops moved off, and, after a most desperate struggle, in which the british seamen and marines bore a distinguished part, carried all before them. Nearly 5000 troops, including three general officers, 34 field-officers, 70 captains, and 150 subaltern officers, were taken prisoners, more than 1000 were found dead about the works, and many others must have fallen in the pursuit. 1811, Aug. British assault and carry the dutch works.

General Jansens made his escape with difficulty during the action, and reached Buitenzorg, a distance of 30 miles, accompanied by a few cavalry, the sole remains of his army. The dutch commander in chief quitted Buitenzorg, a little while before the british cavalry entered the town, and fled to the eastward. The loss to the british army, including the natives attached to it, from the 4th to the 27th of August inclusive, amounted, according to the official returns, to 141 killed, 733 wounded, and 13 missing; and the loss to the british navy, between the same dates, amounted to 11 seamen and four marines killed, captain Stopford, (right arm carried off by a cannon-shot,) one lieutenant, (Francis Noble,) two lieutenants of marines, (Henry Elliot and John Stepney Haswell,) two master's mates, (John Dewdney Worthy and Robert Graham Dunlop,) 29 seamen and 20 marines wounded, and three seamen missing; making the total loss of the two services, up to the 27th of August, 156 killed, 788 wounded, and 16 missing. General Jansens escapes to the eastward. Loss on each side.

1811. Sept. Two french frigates at Sourabaya.

The two new french 40-gun frigates Nymphe and Méduse, which, under the orders of commodore Joseph-François Raoul of the former, had escaped from Nantes in the spring of the year, were at this time lying in the harbour of Sourabaya. Rear-admiral Stopford, on the day after his arrival in Batavia road, despatched four frigates, the Akbar, Phaëton, Bucephalus, and Sir-Francis-Drake, to look after these french frigates, and watch the different entrances by which they might effect their escape. On the 30th of August the Akbar, who had been in company with the Bucephalus at an anchor off the east end of Java, weighed and sailed to the westward.

They sail out and are chased by the Bucephalus and Barracouta.

On the 3d of September, at 3 P. M., the two french frigates, having received on board several of general Jansen's aides-de-camp, and others of the principal fugitives from Cornelis, weighed and began warping themselves into the outer road. The Bucephalus saw the manœuvre, and instantly weighed and made sail to close the enemy. On the 4th, at daylight, the Barracouta joined the former; and at 10 A. M. the british frigate and brig wore and stood towards the two french frigates; who, during the night, had warped themselves considerably ahead, and were now under sail working out of the harbour, with the wind a moderate breeze at north-east. The Bucephalus and Barracouta immediately proceeded in chase; and at midnight the two french frigates bore from the first, who was far ahead of her consort, north-west half-west distant three or four miles. By daylight on the 5th the Bucephalus was ahead of the Barracouta six or seven miles, and the french frigates on the former's lee bow, the weather nearly calm. At 5 h. 30 m. A. M. a breeze sprang up from the eastward; and at sunset the french frigates bore north-east by north distant seven or eight miles. During the 6th, 7th, and 8th nearly the same distance was preserved between the two french frigates and the one british frigate, which, accompanied by

Barracouta drops out of sight astern.

a brig sloop of war, was so earnestly pursuing them; but at midnight, notwithstanding all her efforts to keep up, the Barracouta dropped entirely out of sight of her consort. 1811. Sept.

The Bucephalus, now entirely alone, persevered in the chase during the whole of the 9th, 10th, and 11th, and at 6 A. M. on the 12th saw the island of Great Pulo-Laut bearing east-south-east, and her enemy south, distant about four leagues, with the weathergage in his favour. At 9 A. M. the two french frigates bore down, with the apparent intention of embaying the british frigate between Borneo and Paulo-Laut; but the Bucephalus wore and bore up, in order to keep off shore. The Nymphe now signalled the Méduse; and shortly afterwards the two frigates wore, and made all sail in line abreast after the Bucephalus, then within four miles of them, steering west by north, and soon under an equal press of sail with her pursuers. By noon the Nymphe had got ahead of her consort, and was gaining on the Bucephalus, now steering about west by south. At 1 P. M. the latter commenced firing her stern-chasers; and shortly afterwards the Nymphe returned the fire with her bow-chasers, yawing occasionally, as she advanced on the british frigate's larboard quarter, to get her foremost maindeck guns to bear. This yawing necessarily checking her progress, the Nymphe dropped a little astern. At 2 h. 30 m. P. M. the Méduse got up on the starboard or lee quarter of the Bucephalus, and, after receiving a few of the latter's shot, yawed also, and fired her broadside. By this time the Nymphe had hauled to-windward, on the larboard quarter of the Bucephalus, out of gun-shot; and, the Méduse dropping also out of gun-shot on the opposite quarter, the british frigate ceased firing. At 4 P. M. two shoals were discovered right ahead of the Bucephalus. Confiding in his skill and experience, captain Pelly passed between the shoals, in the hope of decoying both or one of the french frigates upon them; but they, seeing the

The french frigates chase and fire at Bucephalus.

They give over the pursuit

1811. Sept. danger in time, shortened sail and tacked to the north-east, and at dark were lost sight of. At daylight on the 13th the island of Arentes bore from the Bucephalus south-south-west; and at 11 A. M. the two french frigates were again seen at a great distance in the north-east, but shortly afterwards wholly disappeared.

Damage, &c. to both parties.

The Bucephalus had not a man hurt, and sustained very slight damage in her rigging, sails, masts, or hull. To what extent her shot had injured the Nymphe and Méduse is not known; but it was evident that the rigging and sails of the Nymphe had in some degree suffered. Admitting that these frigates were justified in using the utmost despatch to get away from the Java coast, and from the fleet that was hovering near it, what had they to dread on reaching the coast of Borneo? It is true that commodore Raoul then chased in his turn; but he desisted from pursuit on the first appearance of danger from shoal water, and abandoned a british frigate which, obstinately defended as she undoubtedly would have been, must have ultimately been his prize.

Gallantry of captain Pelly.

The conduct of captain Pelly on the other hand, was in the highest degree praiseworthy: he was induced to chase an enemy more than doubly superior to himself, in the hope of being able to separate one french frigate from the other, or of falling in with a consort, with whose assistance he might have a fair prospect of conquering the two; and his perseverance in chasing, and success in keeping sight of, two french frigates, during so many days and nights, afforded a decided proof both of his gallantry and his seamanship. Of the Nymphe and Méduse, we have nothing further to state, than that they made their long voyage in safety, and arrived at Brest on the 22d of December.

While these two french frigates were meditating an escape from the channel formed by the west end of the small island of Madura, the two british frigates Sir-Francis-Drake and Phaëton lay unconsciously at

anchor off the east end, close under the isle of Pondock. They were not, however, lying inactive, as the following details will show. On the 29th of August captain Harris, the senior officer, having resolved to attack the fort of Samanap, the capital of the island, sent the Dasher sloop round the south end of Pulo 'l Lanjong, to gain an anchorage as near as possible to the fort, and in the evening, accompanied by captain Pellew, proceeded with the boats of the two frigates, in two divisions. On the 30th, at daylight, the boats sailed through the channel formed by the east end of Madura and Pulo 'l Lanjong, and by 30 minutes past midnight effected a landing, without discovery, at a pier-head about three miles from the fort. 1811. Aug. Sir Francis Drake and Phillips attack Samanap.

At 1 h. 30 m. A. M. on the 31st, two columns, composed each of 60 bayonets and 20 pikemen, flanked by a 12, 4, and 2 pounder field-piece, having in reserve the marines of the Hussar, began their march, in the utmost order, towards the fort. Silence among the men was so rigidly observed that, notwithstanding the governor had intimation of the Dasher's having weighed and been seen entering the harbour, and that the british boats had been seen standing in for the town, the dutch garrison at the fort did not discover the approach of the storming party, until the outer gate, which had been left open, was passed. The gallantry of the rush at the inner gate prevented the Dutch from securing it, and only allowed time for two or three guns at the south-west bastion to be fired. The assault was as sudden as it was resolute; and by 3 h. 30 m. A. M., after a 10 minutes' feeble struggle with 300 or 400 madura pikemen, who with their chief were made prisoners on the ramparts, the British became masters of the fort of Samanap, a regular fortification, mounting sixteen 6-pounders. Capt. Harris storms and carries the fort.

On the appearance of daylight, observing french colours flying on a flagstaff at the east end of the town, and perceiving the natives begin to assemble

1811. Aug. in numbers, captain Harris despatched captain Pellew, at the head of a column of 100 bayonets and one field-piece, with a flag of truce, to the governor, calling upon him to surrender in 10 minutes, and promising that private property should be respected. To this was received an answer, requiring captain Harris to evacuate the fort; and captain Pellew sent intelligence, by midshipman John William Oldnixon, described as an intelligent young officer, that the dutch force appeared to be about 2000 men, protected by four field-pieces in front, and posted on a bridge, possessing every advantage of situation, the troops of an enemy having to advance along an even and straight road for a quarter of a mile before they could force the bridge.

Engages a body of the enemy.

Not at all daunted by this alleged superiority of force, captain Harris sent orders to captain Pellew, to advance when the first gun was fired from a column that the former would lead out of the fort, and with which he meant to turn the enemy's left wing. Accordingly, with 70 small-arm, and 20 pikemen, supported by a 4-pounder field-piece, (leaving in the fort, as a reserve, 40 or 50 men,) captain Harris proceeded to put his bold plan into execution, and soon had the satisfaction to observe the dutch governor, whose force, as acknowledged by himself, consisted of 300 muskets, 60 artillerymen, and from 1500 to 2000 pikemen, armed each with a long pike, a pistol, and a crees, draw off two field-pieces and break his line, in order to oppose the small but resolute column advancing against his left. Both british columns discharged their vollies nearly at the same time, and, for five minutes, a sharp fire was given and returned; but, as captains Harris and Pellew and their respective parties advanced nearer, the Dutch gave way, and an animated charge by the British left them masters of the field, the colours, and the guns. The governor and the other dutch inhabitants were made prisoners; and captain Harris accepted a flag of truce from the rajah of Samanap,

Compels the rajah to sue for peace.

who was present, on condition that none of the inhabitants of the district should again arm themselves against the British. 1811. Aug.

This very gallant exploit was not achieved without a loss on the part of the latter of three men killed and 28 wounded; and the loss on the opposite side, although it could not be ascertained, was known to be severe, including among the killed the commander in chief of the native troops, second in rank to the rajah, and his two sons. This success was followed up by the total overthrow of the french authority in Madura and the adjacent isles. The spirited conduct of captain Harris, in bringing matters to such a close, proves that his own element is not that alone in which a naval officer, possessing zeal, activity, and judgment, may be enabled to distinguish himself. Loss on british side. Madura, &c. freed from the yoke of the French

Among the wounded in storming the town of Samanap, was lieutenant Roch of the Sir-Francis-Drake's marines, who was speared twice by two natives, while resolutely endeavouring to wrest the colours out of the hands of a french officer. During the time that captain Pellew, by the direction of captain Harris, was negotiating with the governor of Madura, lieutenant Roch, with a column of marines, destroyed, in the face of the enemy, a fort at the mouth of the river, which leads, as we suppose, to Samanap, mounting twelve 9-pounders. Gallantry of lieut. Roch.

In order to intercept the retreat of general Jansens from Cornelis to the eastward, rear-admiral Stopford, on the 31st of August, detached the Nisus, Présidente, and Phœbe frigates, and Hesper sloop, to Cheribon, a seaport about 35 leagues to the eastward of Batavia. On the 3d of September, at dark, the three frigates anchored off the port; and at daylight on the 4th captain Beaver, having despatched captain Warren with a flag of truce to summon the french commandant of the fort to surrender, weighed with the frigates, and anchored as near the fort as the depth of the water would admit; when, Cheribon surrenders to captain Beaver

1811. Sept. instantly, the french colours were hauled down and the british hoisted in their stead. The marines of the three frigates, amounting, including a party belonging to the Lion 64, to 180, immediately landed, and took possession of the fort. Just at that moment general Jamelle, the commander in chief of the french troops, who had arrived at the landroosts from Buitenzorg, was, while changing horses to proceed to the eastward, taken prisoner by captain Warren, with the aid of his gig's crew; as were also an aide-de-camp of general Jansens and a lieutenant of infantry.

General Jamelle taken prisoner by captain Warren

Hearing from the french general, that 350 infantry and 350 cavalry were hourly expected to arrive at Cheribon from Buitenzorg, captain Beaver landed 150 seamen to garrison and defend the fort; leaving the marines to act offensively against the enemy in the field, should occasion require it, and placing three launches, with carronades, in the river, to enfilade the two chief approaches to it. On the 5th, in the morning, the Hesper, who had been delayed by bad sailing, joined the Nisus, Présidente, and Phœbe. On the two following days a quantity of treasure and valuable stores, and several prisoners, were brought from Carang-Sambang, a place about 35 miles in the interior, by a detachment of seamen and marines sent thither for the purpose. On the 11th, by 1 A. M., all the seamen and marines that had been landed were reembarked, having made about 700 prisoners, including 237 Europeans; and at 4 A. M. the Nisus and Phœbe weighed and steered for Taggal, a port about 20 or 25 leagues further to the eastward. On the 12th the Phœbe arrived off the harbour; and, landing some sepoys and a detachment of seamen and marines, captain Hillyar took quiet possession of the fort and public stores.

Phœbe takes possession of Taggal.

While the british navy was thus effectually lending its aid, by subduing and taking possession of the different sea-defences of this valuable colony, the

commander in chief of the british army was pressing close upon general Jansens; so close that, on the 16th of September, the latter, then at the fort of Salatiga, about 30 miles to the southward of Samarang, which is 343 miles east from Batavia, proposed to capitulate; and on the 18th the island of Java and its dependencies were surrendered to the british arms. 1811. Sept. Java surrenders.

BRITISH AND FRENCH FLEETS.

1812. THE abstract, showing the state of the british navy at the commencement of the present year,* so nearly resembles the last, as to call for no additional remarks.†

British officers, &c. The number of commissioned officers and masters, belonging to the british navy at the beginning of the year 1812, was,

Admirals	62
Vice-admirals	65
Rear-admirals	60
„ superannuated	31
Post-captains	777
„ „	32
Commanders, or sloop-captains	566
„ superannuated	50
Lieutenants	3163
Masters	567

And the number of seamen and marines, voted for the service of the same year, was 145000.‡

Russia declares war against France, &c. With respect to the fleets of the powers at war, another inactive year passed; and yet France continued adding to her already powerful navy new line-of-battle ships and frigates. On the 19th of March, Russia declared war against France; and on the 18th of July a treaty of peace was signed at Orebo between Russia, Sweden, and Great Britain. The Scheldt fleet, of from 16 to 20 sail of the line and eight or nine frigates and smaller vessels, evinced, several times, an inclination to put to sea, but was too narrowly watched by the indefatigable officer

* See Appendix, Annual Abstract No. 20.
† See Appendix, Nos. 1 and 2.
‡ See Appendix, No. 3.

that cruised off Flushing, vice-admiral sir Richard John Strachan. Towards the end of the year, however, a want of men, owing to the frequent draughts made to supply the army, contributed to keep the french fleet stationary. A squadron of seven, and latterly of nine, sail of the line in the Texel threatened also to sail out, but was restrained from the attempt, by the dread of encountering the british force stationed off that port. At Amsterdam, in the beginning of October, the keels of two 74-gun ships, the Audacieux and Polyphème, were ordered to be laid down, to commemorate the entry of Buonaparte into Moscow; but, before probably a timber belonging to either ship was set up, the french emperor's forced exit from the russian capital had also taken place. 1812. March.

The french squadron at anchor in the port of Lorient, consisted of five line-of-battle ships, one only of which, the Vétéran, had ever been at sea. This ship had, but when we are unable to state, managed to effect her escape from the neighbouring port of Concarneau, where she had been so long blockaded. In the months of February and March, four of those ships, the Eylau, of 80, and the Guilemar, Marengo, and Vétéran, of 74 guns, along with two ship-corvettes, under the command of vice-admiral Allemand, lay watching an opportunity to elude the vigilance of a british squadron, of the same numerical force, under captain sir John Gore, of the 80-gun ship Tonnant, having with him the 74-gun ships Northumberland, Colossus, and Bulwark, captains the honourable Henry Hotham, Thomas Alexander, and Thomas Browne. On the 9th of March, early in the afternoon, leaving her three consorts lying to off the island of Hedic, the Tonnant made sail and worked up through the Taigneuse passage against a fresh north-east wind, in order to reconnoitre the port of Lorient. At 6 P. M. sir John discovered that M. Allemand had effected his escape; and at 8 P. M. the Tonnant anchored for the night Force in and off Lorient.

1812. March. off the south-east point of Groix. At daybreak on the 10th the Tonnant weighed and made sail towards Lorient; and at 8 A. M. clearly observed that there was no ship of war in the port, except a two-decker, with topgallantmasts pointed and rigged, fitting at the arsenal. Having now ascertained, beyond all doubt, that the french admiral had sailed, sir John bore up to join his squadron, then just visible in the south-south-west.

M. Allemand puts to sea and is fallen in with by the Diana and Pompée.

M. Allemand had, in fact, put to sea on the night of the 8th; and, but for his extraordinary good fortune, might, as we shall presently see, have terminated his cruise in Portsmouth or Plymouth, instead of in Brest, whither, it appears, he was bound. On the 9th, at 1 P. M., when about seven leagues to the southward of the Penmarks, these four french sail of the line and two corvettes were discovered by the british 38-gun frigate Diana, captain William Ferris, but were lost sight off in the evening. On the 10th, however, at 9 A. M., when close hauled on the starboard tack with the wind at north-east, the Diana regained a sight of the french squadron, then on her weather bow, 12 or 13 miles distant, steering the same course as herself, north by west. The frigate continued sailing parallel with the french ships, to watch their manœuvres, until 3 P. M.; when the 74-gun ship Pompée, captain sir James Athol Wood, joined company to-leeward. At 4 P. M. captain Ferris hove to to communicate with his superior officer; and, at 4 h. 30 m. P. M., the british 74 and frigate filled and made all sail on the starboard tack. Shortly afterwards the Diana, who still kept to-windward of the Pompée, observed two vessels on her weather beam, to-windward of the french squadron; the ships of which immediately bore up, under all sail, evidently to avoid them.

Also by Tremendous and Poictiers.

These two vessels were the british 74-gun ships Tremendous, captain Robert Campbell, and Poictiers, captain John Poer Beresford, chasing the french squadron, which they had discovered since daylight,

when cruising six or seven leagues west-south-west of Ushant. At 11 A.M. captain Campbell had detached the Poictiers in chase of a ship to the eastward, which proved to be the british 18-gun ship-sloop Myrtle, captain Clement Sneyd; and whom captain Beresford, on joining him at 1 P.M., sent to warn an english convoy, then seen in the north-east, standing to the westward, of the presence of an enemy's squadron. At 4 P.M., the Poictiers having rejoined the Tremendous, the two 74s resumed the chase of M. Allemand, and were descried by the Diana, in the manner we have just related. 1812. March.

As the french ships, when they bore up to avoid the Tremendous and Poictiers, steered in a direction to cross the bows of the Diana and Pompée, the two latter, at 6 h. 15 m. P.M., tacked to the south-east. Soon afterwards the Diana lost sight of the Pompée in the south-south-east, and about the same time observed and answered the night-signal for an enemy made by her two friends to-windward. The Pompée also observed the flashes of guns and rockets, which were the signals made by the Tremendous and Poictiers; but it does not appear that she answered them. Towards midnight the wind shifted to the north-north-west; and, at about 30 minutes past midnight, the Pompée suddenly discovered two ships in chase of her in the south-east. The british 74 immediately bore up and made all sail, altering her course frequently, to avoid her pursuers; one of whom got near enough to fire three or four shot at her. On this the Pompée started 80 tons of water, and then gained so rapidly upon the two supposed enemy's ships, that at daylight on the 11th they were no longer to be seen. In the course of the forenoon of that day the Diana, and in the evening the Bulwark and Colossus, joined company with the Pompée; as, on the day following, did the Tonnant, Tremendous, and Poictiers. The two latter had lost sight of the french ships at dark on the 10th; but, having again discovered them at daylight on the 11th, had chased

Pompée retreats from two supposed enemy's ships.

1812. March. them until 2 P. M.; when, foggy weather coming on, the Tremendous and Poictiers shortened sail and hauled to the wind on the larboard tack.

M. Allemand chases the Nijaden, and arrives at Brest.

Thus left to himself, M. Allemand cruised about at his leisure, and on the 15th of March, in latitude 47° 39′ north, longitude 10° 20′ west, fell in with and chased the british 12-pounder 36-gun frigate Nijaden, captain Farmery Predam Epworth; but the frigate, although frequently fired at by the french van-ship, and a good deal damaged in her sails and rigging, managed to effect her escape. Captain Epworth, also, by his signals, prevented the Northampton, Monarch, and Euphrates, homeward-bound indiamen, from becoming prizes to the french admiral; towards whom they were unsuspiciously steering until apprized of their danger by the Nijaden. After making a few inconsiderable prizes, the french squadron bent its course towards Brest, and on the evening of the 29th anchored in the road; a matter of just boast to M. Allemand, as two or three british squadrons, besides the one he had escaped from, were anxiously looking out for him.

Incomplete accounts respecting the escape of this french squadron.

The account we have given of the escape of the french admiral from the Pompée, Tremendous, and Poictiers, although the only account to be seen in print, is far from being so full and clear as it might have been made, could we have gained a sight of the minutes of the court of inquiry which, it appears, was held at Portsmouth on the subject. We turned to the biography of sir James Athol Wood in the work of Mr. Marshall; but, although 13 closely printed pages are devoted to an account of the rear-admiral's professional life, not a line is spared to throw some light on the proceedings of the Pompée in the spring of 1812.

French ships in Isle d'Aix road.

In the latter part of the present year the Ocean, and four of the six two-deckers which, along with her, had so nearly been destroyed by the British in 1809, were again in the road of Isle d'Aix, watching an opportunity to proceed to Brest; whither the

Courageux and Polonais, in the port of Cherbourg, were also waiting to get; and where Buonaparte wanted once more to assemble a respectable fleet. The french port, which at this time, owing to the powerful fleet at anchor within it, was a much more important station than Brest, now claims our attention. 1812. May.

The british Mediterranean fleet still continued its listless task of watching a superior, though, excepting a little demonstration now and then off the port, inactive enemy. On the 3d of January 14 sail of the line, four frigates, and several corvettes, under rear-admirals Lhermite, Baudin, Violette, and Duperré, weighed from Toulon road, sailed out, and sailed in. Once or twice also during the month of May, this manœuvre was repeated, under vice-admiral Emeriau himself; but the french admiral took care to sail out only when the wind was quite in his favour, and sir Edward Pellew, if in sight at all, at a great distance to-leeward. Proceedings of Toulon fleet.

On one occasion, however, a few shot were exchanged, and a british frigate was rather critically circumstanced. On the 28th of May, at 7 h. 30 m. A. M., the 38-gun frigate Menelaus, captain sir Peter Parker, bart., being on the look-out off Cape Sicie, discovered a french frigate and brig in Hyères bay, standing under all sail, with the wind at east-south-east, for the Petite-Passe. The Menelaus immediately made sail to cut off the two vessels from entering Toulon; whereupon the latter, which were the 40-gun frigate Pauline and 16-gun brig Ecureuil, from the Adriatic, shortened sail to the topsails, and hauled upon a wind, to wait for the protection of their fleet, which had just then weighed from the road, to the number of 11 sail of the line and six frigates. As soon as they observed that the fleet was sufficiently advanced to cover them, the Pauline and Ecureuil bore up and steered for Toulon. The Menelaus, nevertheless, boldly stood on; and at 9 h. 30 m. A. M., when close under Pointe Gallant conduct and narrow escape of the Menelaus.

1810. Aug. Beaumpebarion, the batteries of which had already opened upon her, commenced firing at the french frigate and brig, within musket-shot distance. In less than half an hour a shot from one of the batteries cut the fore topmast of the Menelaus almost in two, and obliged her to wear and stand out. By this time the two advanced line-of-battle ships of the french fleet were nearly in the wake of the british frigate, and the british in-shore squadron of four sail of the line, consisting of the Repulse, Centaur, Malta, and Kent, under rear-admiral Hallowell, was hull-down to-leeward. But, by extraordinary good management, notwithstanding that her fore topmast was only held together by fishes of capstan bars, and that her rigging and sails were greatly damaged, the Menelaus got clear off without losing a man.

New french ships at Toulon Genoa, &c.

On the 15th of August the 74-gun ship Ville-de-Marseille, and on the 6th of December the 130-gun ship Montebello, were launched at Toulon; thus making the french force in the port 18 sail of the line, including five three-deckers. At Genoa there was the new 74-gun ship Agamemnon; besides the 40-gun frigates Galatée, launched May 3, and Driade, launched October 7; and at Naples, the Capri 74. There were, also, at these two ports and at Spezzia, three or four sail of the line on the stocks.

Growing importance of Venice as a naval dépôt.

Venice was now becoming an important naval dépôt. On the 6th of September, 1810, a fine 74-gun ship, the Rivoli, was launched at the arsenal at Malamacca, about five miles distant from the city, and was floated over the bar, that crosses the passage at about midway, by means of a camel, or water-tight box, the same as is used at Amsterdam and St.-Petersburg. This ship put to sea, for the first time, in February of the present year; but it was only, as we shall presently show, to fall into the hands of a british ship of the same force. In the latter end of 1811 or beginning of 1812 two other 74s were launched at Malamacca; the Mont-St.-Bernardo and Regenitore. The first was commissioned under french colours, and in July

bore the flag of rear-admiral Duperré; the other under venetian colours, and was commanded by captain Paschaligo, the gallant captain of the Corona in the action off Lissa. On the 2d of August the Castiglioni 74 was launched, and, as soon as she could be fitted, was commissioned by the late captain of the Danaé, whose frigate had recently been burnt by accident in the port of Venice. The Castiglioni afterwards received the flag of rear-admiral Duperré. On the 15th the Reali-Italiani 74 and Piane frigate were launched; but the 74 was only completed as high up as her main deck. There were eight other two-deckers on the stocks, two of which were in a forward state; but a scarcity of timber, owing to the poverty of the local government, greatly retarded the progress of the workmen. 1812. March.

LIGHT SQUADRONS AND SINGLE SHIPS.

On the 27th of March, at 8 h. 30 m. A. M., the town of Dieppe bearing south-west distant four or five miles, the british brig-sloop Rosario, of eight 18-pounder carronades and two long sixes, captain Bootey Harvey, observed a flotilla of 12 brigs and one lugger standing alongshore. This was the 14th division of the Boulogne flotilla, commanded by capitaine de vaisseau Louis-Pierre-François-Ricard-Barthelemi Saizieu. Each brig mounted three long 24-pounders and an 8-inch brass howitzer, with a complement of 50 men. The commodore had sailed from Boulogne at 10 P. M. on the 26th, and was bound to Cherbourg. As the Rosario made sail to cut off the leewardmost of these 12 brigs, the whole, by signal from the commodore, formed in line, and severally engaged the british brig while passing on the opposite tack; and, when the Rosario luffed up to cut off the sternmost brig, the remaining 11 and the lugger bore down to support their friend and close with the daring enemy. Rosario falls in with a french flotilla.

Finding them thus determined to support each other, and the Rosario's small force not justifying the risk

1812. March. of being laid on board by several such opponents at once, captain Harvey, with the signal flying for an enemy, bore up to a brig which he then observed in the offing. The moment the latter, which was the brig-sloop Griffon, of fourteen 24-pounder carronades and two sixes, captain George Trollope, answered the signal, the Rosario again hauled to the wind, and at 40 minutes past noon recommenced harassing the rear of the flotilla, then endeavouring, under all sail, to get into Dieppe. The Rosario tacked and wore occasionally, in order to close, receiving each time the fire of the whole line. At 1 h. 30 m. P. M., being far enough to-windward, the Rosario most gallantly ran into the body of the french flotilla, and, by cutting away the running rigging of the two nearest brigs, drove them on board each other: she then, backing her main topsail, engaged them within musket-shot, until they were clear, and afterwards stood on and engaged a third brig; who, losing her mainmast and fore topmast by the board, dropped her anchor. Passing her, the Rosario drove the next brig in the line on shore. Two more brigs of the flotilla yet remained to-leeward. Bearing up for these, the Rosario, at that time not more than three quarters of a mile from the shore, ran the nearest brig on board, and quickly carried her.

Attacks flotilla, drives one brig on shore and takes another.

So far the Rosario had acted alone, the Griffon, with all her exertions, not having yet arrived within gun-shot. While, however, the Rosario was bearing away with her prize, clear of the batteries, captain Harvey passed and hailed his friend, directing him to chase the remaining brig of the two which the Rosario had last attacked with so much success. The Griffon immediately proceeded on the service, and drove the french brig on shore near St.-Aubin, under a very heavy fire from the batteries. Seeing no probability of the Griffon's being able to destroy the brig, captain Harvey, who was occupied in removing his prisoners and repairing the running rigging of the Rosario, signalled the Griffon to

Griffon also drives one brig on shore and takes another.

attack the remaining nine brigs of the flotilla in the south-east, then anchoring close in-shore. In obedience to this signal, the Griffon ran in-shore of one of the brigs at anchor near the centre, and, in the most gallant manner boarded and carried her. Captain Trollope then cut the cables of his prize, and stood out with her, in the face of a heavy fire from the batteries, and from the remaining eight french brigs. 1812. March.

Finding, as the Griffon passed him, that she was too much disabled in her rigging immediately to renew the attack, yet determined, although his prisoners already equalled his sloop's company, to have another of the brigs, captain Harvey ran on board the brig which the Rosario, by her fire, had previously dismasted; and which, unknown to him at the time, on account of the darkness of the evening, had just been abandoned by her crew. While, with their three prizes, the Rosario and Griffon stood out to the offing, leaving two other brigs on shore, the french commodore, with the seven remaining brigs of his flotilla, got under way and entered Dieppe. In this truly gallant exploit, no other loss appears to have been sustained on the british side, than one midshipman, Jonathan Widdicomb Dyer, who conducted himself most nobly, and four men wounded, on board the Rosario. It is pleasant to be able to state, that merit met its reward: captain Harvey was made post, and Mr. Dyer a lieutenant, on the same day, the 31st of March. Griffon takes a third brig. French commodore reaches Dieppe

On the 3d of May, in the afternoon, receiving a telegraphic communication from the 18-gun brig-sloop Castilian, captain David Braimer, at Dungeness, that the 16-gun brig-sloop Skylark, captain James Boxer, and 14-gun brig-sloop Apelles, captain Frederick Hoffman, were on shore to the westward of Boulogne, captain Alexander Cunningham, of the 10-gun brig-sloop Bermuda, accompanied by the Rinaldo of the same force, captain sir William George Parker, got under way and hastened towards the french coast, Skylark and Apelles on shore near Boulogne.

1813. May. in the hope to be able to render assistance to the two brigs, particularly the Apelles, whose fate was more uncertain than that of her consorts.

French get off Apelles but are attacked by Bermuda and consorts.

On the 4th, at daybreak, the Rinaldo discovered and chased the Apelles, which had just been got afloat by the French, from a spot about five miles to the eastward of Etaples, and was now steering alongshore under jury-sails. At 9 A. M. the Bermuda and Rinaldo closed with the brig, and, after a few broadsides, drove her on shore under a battery about two miles nearer to Etaples. As the tide was falling, captain Cunningham discontinued the attack, in consequence of the advantage which the French would have in placing their field-pieces and small-arm men close to the Apelles at low-water mark. Before the tide served to renew the attack, captain Cunningham was joined by the Castilian, also by the 14-gun brig-sloop Phipps, captain Thomas Wells.

French driven from the Apelles and the brig re-captured.

At 2 h. 30 m. P. M. the Bermuda, followed in line of battle by the other brigs, stood in close under the battery; each sloop, as she got abreast of the Apelles, pouring in her broadside. By these vigorous means, the french troops who were on board the Apelles were driven out of her. The boats of the squadron, as had been previously arranged, under the orders of lieutenant Thomas Saunders, first of the Bermuda, then pushed for, and, covered by the fire of the sloops, boarded the grounded brig; and, although for a considerable time exposed to a galling fire of shot and shells from the battery and from a collection of field-pieces on the beach, lieutenant Saunders and his party, by 4 P. M., succeeded in getting the Apelles afloat and restoring her to the service. Notwithstanding the unremitting fire kept up from the shore, not a man, either in the brigs or the boats, was hurt on the occasion.

Skylark destroyed by her crew.

Four of the french soldiers, not having time to escape, were taken in the Apelles; as well as the whole of her late crew, except captain Hoffman and 19 men. The officers and crew of the Skylark, after having

set their vessel on fire, also arrived in safety on board the little squadron. For his zeal and promptitude in executing this service, captain Cunningham was shortly afterwards promoted to post-rank. 1812. Jan.

On the 9th of January the two french 40-gun frigates Arienne and Andromaque, and 16-gun brig-corvette Mamelouck, under the orders of commodore Martin Le Foretier, sailed from Nantes upon a cruise. On the 15th, at noon, in latitude 44° 10′ north, longitude 14° 14′ west, they fell in with the british 24-pounder 40-gun frigate Endymion, captain sir William Bolton. In about an hour afterwards the latter, who was to-leeward, exchanged numbers with the 50-gun ship Leopard, captain William Henry Dillon, having under her protection a convoy from Lisbon. At 2 P. M. the Endymion, one of the fastest sailing ships in the british navy, tacked after the two french frigates and brig, and at 4 P. M. was joined in the chase by the Leopard; who had previously signalled her convoy to make the best of their way into port. At 4 h. 30 m. P. M. the french vessels were observed to be under easy sail, as if in no dread of being overtaken. At 5 P. M. the Endymion ran the Leopard out of sight, and at 8 P. M. the french squadron ran her out of sight. Arienne, Andromaque, and Mamelouck escape from Endymion and Leopard.

Having thus effected their escape, the french frigates very soon commenced their depredations upon commerce; plundering and destroying, not only english merchant vessels, but those of Spain, Portugal, and the United States of America. Intelligence of all this reaching the board of admiralty, the commander in chief of the Channel fleet, admiral lord Keith, then resident at Plymouth, was directed to order the officer in command off the port of Brest, to detach a force to endeavour to intercept these french frigates on their return to France. Commit serious depredations on commerce.

The vessel, which rear-admiral sir Harry Neale selected to cruise off the port of Lorient for the purpose in view, was the 74-gun ship Northumberland, captain the honourable Henry Hotham; and The Northumberland discovers

1812. May. and chases them near Isle Groix.

certainly an officer, possessed of more zeal, ability, and local as well as general experience, could not have been chosen. On the 19th of May the Northumberland parted company from the Boyne and squadron off Ushant, and made sail for her destination. On the 22d, at 10 A. M., the north-west point of Isle Groix bearing north distant 10 miles, and the wind a very light breeze from west by north, the Northumberland discovered the three objects of her search in the north-west, crowding all sail before the wind for Lorient. Captain Hotham endeavoured to cut off the french squadron to-windward of the island, and signalled the british 12-gun brig Growler, lieutenant John Weeks, then about seven miles in the south-west, to chase; but, finding it impossible to accomplish that object, the Northumberland pushed, under all sail, round the south-east end of Groix, and, hauling to the wind close to-leeward of the island, was enabled to fetch to-windward of the harbour of Lorient before the french squadron could reach it.

French commodore tries to run past british 74.

Seeing himself thus cut off from his port, M. Le Foretier, at 2 h. 30 m. P. M., signalled his consorts to pass within hail, and then hauled up on the larboard tack to-windward of Pointe Taleet. Meanwhile the Northumberland, eager to close, continued beating to-windward between Groix and the continent, unavoidably exposed to the batteries on each side, when standing within their reach. At 2 h. 49 m. P. M., the wind considerably fresher than it had been and blowing about west-north-west, the Ariemne, Andromaque, and Mamelouck, formed in close line ahead, bore up, under every sail, with the bold intention, favoured by the wind and covered by the numerous batteries along that part of the coast, to pass between the Northumberland and the shore.

The british 74 immediately stood in as close as she could to Pointe de Pierre-Laye, and there, with her head to the shore and main topsail shivering, took her station, ready to meet the frigates; but

these hauled so very close round the point, following the direction of the coast to the eastward of it, that captain Hotham, being ignorant of the depth of water so near the shore, did not think it practicable, consistent with the safety of the Northumberland, whose draught of water was nearly 25 feet, to lay the leading frigate aboard, as had been his intention. The Northumberland therefore bore up, and, steering parallel to the french squadron, at the distance of about 400 yards, opened her broadside; receiving in return, as well from the two frigates, as from three batteries on the coast, a very animated and well-directed fire. 1812. May. Northumberland opens her fire upon french squadron.

Captain Hotham's object now being to prevent the french frigates from hauling outside the dry rock Graul, the Northumberland had not only to steer sufficiently near to that rock, to leave her opponents no room to pass between it and her, but to avoid running on it herself: a most difficult and anxious duty, the clouds of smoke, as they drifted ahead of the ship, totally obscuring the rock from view. However, by the care and attention of Mr. Hugh Stewart, the master, the Northumberland passed the rock, within the distance of her own length, on the south-west side, in a quarter less than seven fathoms' water; and the two french frigates and brig, as their only alternative, were obliged to steer inside of it. Here there was not water enough to float them; and at 3 h. 45 m. P. M. the two frigates, and in five minutes afterwards the brig, grounded, under every sail, upon the ridge of rocks extending from the Graul to the shore. Northumberland drives french frigates and brig on shore.

The Arienne lay nearest to the main land; the Mamelouck in a tranverse direction upon that frigate's starboard bow, and the Andromaque ahead of, and considerably without, both her consorts. Having, in the course of a 21 minutes' cannonade, had her sails and rigging considerably damaged, the Northumberland now left the two frigates and brig to the effects of the falling tide, it being then one quarter ebb, and Hauls off to repair sails, &c.

1812. May. hauled off to repair her rigging and shift her fore topsail, which had been rendered entirely useless.

At 4 h. 22 m. P. M., having repaired her principal damages, the Northumberland tacked, and began working up, against a fresh west-north-west wind, to engage the enemy again, and avoid falling to-leeward of the Graul. At 4 h. 48 m. the Mameluck cut away her mainmast by the board; and just then the Growler was seen rounding the south-east end of Groix under a press of sail. At 5 P. M. the Growler joined, and opened an occasional fire upon the grounded vessels, all of which had by this time fallen over upon the larboard side, or that nearest the shore. At 5 h. 23 m. P. M. the mainmast of the Arienne went by the board. At 5 h. 28 m. P. M. the Northumberland anchored in six and a half fathoms' water, Pointe de Pierre-Laye bearing north-west half-north, the citadel of Port-Louis north-west three-quarters north, and the Graul rock north half-east 400 yards distant; having, by means of a spring, brought her broadside to bear, at point-blank range, upon the two french frigates and brig, lying in the position already described, with their copper exposed to view.

Growler brig opens her fire.

Northumberland anchors.

At 5 h. 34 m. P. M. the Northumberland opened her starboard broadside, receiving in return a fire from three or four guns of the Andromaque, and a heavy fire from three batteries on the main; but of which batteries one only, in the judicious station captain Hotham had chosen, was able to reach the ship. At 5 h. 55 m. the Andromaque caught fire in the fore top. At 6 P. M. the flames were spreading fast; her fore topmast then fell, and several boats began pulling from the ship to the shore. At 6 h. 45 m. the main and mizen masts of the Andromaque went by the board. Having kept up a deliberate and careful fire until 6 h. 49 m. P. M., which was near the time of low water, and observing the visible effects of it to be, that the crews had quitted their vessels, that the bottoms of the latter were pierced through with

Recommences firing.

Weighs and stands out.

shot so low down as to ensure their filling on the rising tide, and that the hull of the Andromaque was already in flames, the Northumberland got under way, and stood out of gun-shot of the nearest battery. 1812. Jan.

The fire from this single battery had done the Northumberland as much injury in the hull, as all the fire to which, in running along the coast engaging the ships and batteries, she had previously been exposed. Her loss, in consequence, amounted to four seamen and one marine killed, one lieutenant, (William Fletcher,) three petty officers, 19 seamen, and five marines wounded; of whom four were wounded dangerously and 10 severely. The Growler, who, when the Northumberland ceased firing, had stood in and opened her fire upon the Arienne and Mamelouck, to prevent their crews from returning on board, suffered neither damage nor loss. Damage, &c. to Northumberland.

At about 8 P. M. the Andromaque blew up, with an awful explosion, leaving no remains of her visible. At 8 h. 10 m. P. M. the Northumberland anchored out of reach of the batteries on both sides, although a battery on the isle of Groix continued throwing shells. At about 9 P. M. a seaman belonging to a portuguese vessel, which had been taken by the french squadron, having jumped overboard from the Andromaque just before she blew up, swam on board the Northumberland. At 10 P. M. the Arienne was seen to be on fire; and at 11 h. 30 m. P. M. the flames burst forth from the ports and other parts of the hull, with unextinguishable fury. The Mamelouck was at this time on her beam ends, with her bottom completely riddled. Nothing further remaining to be done, the Northumberland, at about 30 minutes past midnight, got under way, with a light air from the northward, and, accompanied by the Growler, stood out to sea. Being retarded in her progress by the calm state of the weather, the Northumberland, at 2 h. 30 m. A. M. on the 23d, witnessed the explosion of the Arienne; and, before the day was over, a third The two french frigates and brig blow up.

1812. Jan. fire and explosion announced, that the Mamelouck had ended her career in a similar manner.

Their destruction witnessed from Lorient.

A mortified spectator of this gallant achievement, by which two french 40-gun frigates and a 16-gun brig were driven on shore and destroyed, under the fire of at least one heavy french battery, by a british 74 and gun-brig, lay a fine french two-decker, with sails bent and topgallant yards across, in the harbour of Lorient. Mortified, indeed; for, in the state of the wind, the commanding officer of the port could do no more than send boats to assist in removing the crews of the wrecks. With upwards of 900 men including soldiers on board, what was to hinder these two frigates and brig, when all hopes of escape by running had vanished, from boarding a ship having a crew of about 600 men? Even had the attempt failed, it is not probable that more than one frigate would have been captured: the other, in the confusion, along with the brig, might have reached Lorient; and certainly the loss of men would not have been by any means so great as, although we cannot enumerate it, was sustained by the grounded vessels, both from the fire of the Northumberland and Growler, and from the hurried endeavours of the panic-struck to reach the shore.

Some account of their previous proceedings.

The two french frigates and brig, thus effectually destroyed, had themselves destroyed 36 vessels of different nations, and had taken the most valuable part of their cargoes on board. The frigates, in consequence, were very deep; but, had they drawn no more than their usual water, they still could not have passed clear, as is evident from the brig grounding so close to them. We are happy to be able to state, that lieutenant Weeks of the Growler, and lieutenant John Banks, first of the Northumberland, were each promoted to the rank of commander, for the part he had performed in captain Hotham's exploit.

On the 3d of July, in the afternoon, the british 16-gun brig-sloop Raven, captain George Gustavus Lennock, while hauling over the Droograan, observed

14 brigs, of the french flotilla out of the Scheldt, exercising to-leeward of the Weiling. Thinking it practicable to cut off some of them, captain Lenoock stood into the Weiling, and at 6 h. 15 m. P. M. began firing occasionally at the flotilla in passing. The wind blowing strong on the shore, the superior sailing and working of the Raven enabled her to overtake seven of the brigs; four of which she compelled to anchor close to the surf under the batteries. The remaining three the Raven drove on shore; and at daylight the next morning they were still lying on the beach, apparently bilged, with the sea beating over them. Only one shot struck the Raven, and that did not hurt any one. This dashing little service was performed in sight of the french fleet lying at Flushing; and it must have greatly mortified the french admiral and his captains to see 14 of his brigs, armed each with three or four long 24-pounders, unable, or rather unwilling, to prevent three of their number from being driven on shore by a single british brig, mounting fourteen 24-pounder carronades.

1812. July. Raven attacks 14 french flotilla brigs and drives three on shore.

On the 21st of July, as the british schooner Sealark, of ten 12-pounder carronades and 60 men and boys, lieutenant Thomas Warrand, was cruising off the Start, a signal was made from the shore of an enemy in the south-east quarter. The Sealark immediately made all sail in the direction pointed out, and after a three hours' run discovered a large lugger, under english colours, chasing and firing at two ships, apparently west-indiamen, standing up Channel. As soon as the lugger, which was the Ville-de-Caen, of St.-Maloes, mounting 16 long 4 or 6 pounders, with a crew of 75 men, commanded by M. Cochet, discovered that the schooner approaching her was a cruiser, she quitted the merchantmen and altered her course to starboard, under all possible sail. Finding the Sealark gaining on her, the lugger shortened sail, and wore repeatedly to get to-windward of the schooner.

Sealark chases a lugger privateer.

1812. July. Boards and carries the Ville-de-Caen.

Fearing the lugger might succeed and thereby effect her escape, lieutenant Warrand gallantly ran the Ville-de-Caen on board, between her fore and main chains. A close and furious engagement now commenced, both with great guns and musketry, the privateer's men using a profusion of hand grenades to set the schooner on fire: instead of which, however, the lugger set herself on fire. Seeing this, Mr. James Beaver, the Sealark's acting master, at the head of a few men, sprang on board, and almost instantly carried, the Ville-de-Caen, after an action, nearly the whole time sides touching, of one hour and 30 minutes.

Loss on each side.

The Sealark had her captain's clerk, (John Purnel,) five seamen, and one marine killed, her commander, one midshipman, (Alexander Gunn,) 17 seamen, and three marines wounded: a very serious loss, it must be owned, especially as several of the wounds were dangerous. The loss on the part of the Ville-de-Caen amounted to her captain and 14 men found dead on her deck, and 16 wounded, most of them severely. The gallantry of this little action obtained for the Sealark's commander that reward, the prospect of which is a never-failing stimulant to deeds of valour, promotion. The case of captain Palmer of the Alacrity* may seem to militate against this principle; but, if we are rightly informed, and we see no reason to doubt our authority, he had his post-captain's appointment in his pocket when he began the action with the Abeille.

Capt. Stewart chases danish squadron into the creek of Lyngoe

On the 6th of July, in the evening, as the british 64-gun ship Dictator, captain James Patteson Stewart, accompanied by the brig-sloops Calypso, 18, captain Henry Weir, and Podargus, 14, captain William Robilliard, and gun-brig Flamer, lieutenant Thomas England, was off Mardoe on the Norway coast, the mast-heads of several vessels were seen over the rocks, known to be a danish squadron, consisting of

* See vol. v. p. 535.

the new 40-gun frigate Nayaden, carrying 24-pounders on the main deck, and 48 guns in all; and the 18-gun brigs Laaland, Samsoe, and Kiel. Having a man on board the Podargus acquainted with the place, captain Robilliard volunteered to lead in after the enemy; but the Podargus unfortunately took the ground, just as she had entered the passage. Leaving the Flamer to attend her, captain Stewart stood on with the 64 and the remaining brig. By 7 h. 30 m. P.M. the two vessels, the Calypso leading, had arrived within a mile of the danish frigate and her consorts, then running, under a press of sail, inside the rocks. Shortly afterwards the engagement began between the danish squadron and several gun-boats on one side, and the Dictator and Calypso, which latter, having grounded for a short time, was now astern of her consort, on the other. At 9 h. 30 m. P.M., after having run 12 miles through a passage, in some places scarcely wide enough to admit the Dictator's studding-sail booms to be out, Captain Stewart had the satisfaction to run his ship with her bow upon the shore, and her broadside bearing, within hailing distance, upon the danish frigate and three brigs, all of whom had anchored close together, with springs on their cables, in the small creek of Lyngoe. 1812. July.

The Calypso closely followed the Dictator; and such was the well-directed fire opened from the two british vessels, especially from the 64, that the Nayaden, according to the british official account, was "literally battered to atoms," the three brigs compelled to haul down their colours, and such of the gun-boats, as were not sunk, to seek their safety in flight. Scarcely had the action ended, and the Dictator got afloat, than the gun-boats rallied; but the latter were so warmly attacked by the Calypso, that they soon ceased their annoyance. Meanwhile the Podargus and Flamer, which latter had also grounded, were warmly engaged with the shore-batteries and another division of gun-boats. At length, by the indefatigable exertions of their respective officers and crews, Attacks Nayaden and consorts and drives them on shore, &c.

1812. July. both the Podargus and Flamer got afloat, very much cut up. At 3 A. M. on the 7th the Dictator, Calypso, and the two prize-brigs, the Laaland, commanded by lieutenant James Wilkie of the Dictator, and the Kiel, by lieutenant Benjamin Hooper of the Calypso, in attempting to get through the passages, were assailed by a division of gun-boats from behind the rocks, so situated that not a gun could be brought to bear upon them from either vessel. In this attack, both prize-brigs, already complete wrecks, grounded; and, notwithstanding every exertion on the part of the lieutenants and men placed in them, they were obliged to be abandoned: that, too, without being set on fire, owing to the wounded men of their crews remaining on board.

Loss on each side. In this very bold and well-conducted enterprise, the British sustained a loss as follows:- Dictator, three seamen, one marine, and one boy killed, one midshipman, (John Sackett Hooper,) one captain's clerk, (Thomas Farmer,) 16 seamen, two boys, and four marines wounded; Podargus, her purser, (George Garratt,) one first-class volunteer, (Thomas Robilliard,) and six seamen and one marine wounded; Calypso, one seaman and two marines killed, one seaman wounded, and two missing; and Flamer, one seaman killed, and one midshipman (James Powell) wounded; total, nine killed, 35 wounded, and two missing. The Danes acknowledged a loss, in killed and wounded together, of 300 officers and men. For their gallant conduct on this occasion, captain Weir was immediately, and captain Robilliard in the ensuing December, promoted to post-rank, and the Dictator's first lieutenant, William Buchanan, was made a commander.

Briseis discovers a merchant ship in Pillau roads. On the 19th of June the british 10-gun brig-sloop Briseis, captain John Ross, by the orders of rear-admiral Thomas Byam Martin, stood into Pillau roads in the Baltic, to communicate with the british merchant ship Urania, and found that she was in possession of the french troops, and that they intended to destroy her if the Briseis approached. Captain

Ross accordingly tacked and stood off, and at midnight detached the pinnace, under the command of lieutenant Thomas Jones, the 2d, with midshipman William Palmer and 18 men, to endeavour to recapture the ship. 1812. July.

The instant she got within gun-shot of the ship, the pinnace was fired at by the French on board, who had six carriage-guns and four swivels mounted. But every obstacle was overcome by the gallantry of lieutenant Jones and his small party; who gave three cheers, boarded over the small-craft that were alongside, and drove the french troops off the decks into their boats which were on the opposite side. The cable was then cut, and the Urania was brought out, together with a french scout that had been employed in unlading her. In executing this dashing service, the British had one seaman killed, and Mr. Palmer and one seaman slightly wounded. Her pinnace under lieut. Jones gallantly boards and brings her out.

On the 16th of July captain Timothy Clinch, of the 18-gun ship-sloop Osprey, cruising in company with the 10-gun brig-sloops Britomart and Leveret, captains William Buckly Hunt and George Wickens Willes, detached a boat from each, under the respective commands of lieutenants William Henry Dixon of the Britomart, William Malone (2) of the Osprey and Francis Darby Romney of the Leveret, in chase of a french lugger privateer about nine leagues to the north-west of the island of Heligoland. Capt. Clinch of the Osprey detaches three boats after a privateer.

At 1 h. 30 m. P. M., when the three boats were about five leagues off, the lugger came to an anchor; but, shortly afterwards, on perceiving the boats, she got under way and made sail. Lieutenant Dixon then cheered the boats, and sallied on until 3 h. 30 m. P.M.; when the Britomart's boat, being ahead, opened her fire, at about musket-shot distance, and received from the lugger, after she had hoisted french colours, a fire in return, which wounded one man. The Osprey's boat then closed; but lieutenant Dixon considered the lugger too powerful to be attempted without the aid of the Leveret's boat, then about half a mile Leading boat fires at the french lugger.

1819. July. distant. As soon as the latter came abreast of the two remaining boats, it was arranged that the Britomart's boat should attack the larboard, the Leveret's the starboard side, and the Osprey's the stern, of the french lugger.

Lieuts. Dixon and Malone gallantly board and carry her.

The British then cheered and prepared for boarding. At this moment the oars of the Leveret's boat got foul of the Britomart's boat, and occasioned the former to drop astern. Lieutenants Dixon and Malone now grappled the lugger's stern, and, after a 10 minutes' obstinate struggle, made good their boarding. But it was not until after a 10 minutes' further resistance on the lugger's deck, that her colours were hauled down. Even then the french crew continued firing pistols up the hatchway, and wounded one or two of the British. These at length silenced the enemy's fire, and hoisted the english ensign. The lugger proved to be the Eole, of Dunkerque, piereed for 14 guns, but having only six mounted, with a crew on board of 31 officers and men. In this very spirited enterprise, the British sustained a loss, in the two boats that made the attack, of two seamen killed, lieutenant Dixon (slightly) and 11 men wounded.

Their loss on the occasion.

Horatio detaches her boats after a danish cutter.

On the 1st of August, as the british 38-gun frigate Horatio, captain lord George Stuart, was in latitude 70° 40′ north, running down the coast of Norway, a small sail was seen from the mast-head close in with the land; and which, just before she disappeared among the rocks, was discovered to be an armed cutter. Considering it an object of some importance to attempt the destruction of the enemy's cruisers in this quarter, lord George despatched the barge and three cutters of the Horatio, with about 80 officers and men, commanded by lieutenant Abraham Mills Hawkins, assisted by lieutenant Thomas James Poole Masters, and lieutenant of marines George Syder, to execute the service. Gaining information on shore, that the cutter had gone to a village on an arm of the sea about 35 miles distant over land,

1812. July.

Lieutenant Hawkins detached one of the cutters, under master's mate James Crisp, to disperse some small-arm men collected on the shore, and, with the remaining three boats, proceeded for the creek in which the danish cutter lay.

Lieut. Hawkins boards and carries a danish cutter and schooner.

On the 2d, at 8 A. M., lieutenant Hawkins discovered the vessel, which was the danish cutter No. 97, of four 6-pounders and 22 men, lying at anchor in company with the danish schooner No. 114, of six 6-pounders and 30 men, commanded by lieutenant Buderhorf of the danish navy, the commodore, and an american ship of 400 tons their prize. On the approach of the british boats, the danish vessels presented their broadsides with springs on their cables, and were moored in a capital defensive position. The British, nevertheless, advanced to the attack, and at 9 A. M. received the fire of the Danes; whom, however, lieutenant Hawkins and his party, assisted towards the end by Mr. Crisp's boat, completely subdued, after a most sanguinary combat.

Loss on each side.

The British lost in this affair lieutenant Syder, seven seamen, and one marine killed, lieutenants Hawkins and Masters, assistant surgeon James Larans, (mortally,) the boatswain, (William Hughes,) one midshipman (Thomas Fowler, severely,) nine seamen, (one mortally,) and two marines wounded; total, nine killed and 16 wounded. The loss on the danish side was also very severe; amounting to 10 killed and 13 wounded, including the commanders of the schooner and the cutter severely, and some other officers. Both the British and the Danes fought in the bravest manner, and between them sustained a loss, for which the prizes were a poor compensation. As a reward for his gallantry, lieutenant Hawkins was made a commander in the ensuing December.

Lieut. Simmonds detaches the gig of the

On the 4th of July, at 6 P. M., Calais cliff bearing south by east distant four miles, the british gun-brig Attack, lieutenant Richard William Simmonds, observed a transport-galliot, a sloop, and a privateer come out of Calais harbour and endeavour to run

1812. July. Attack after a privateer.

alongshore. Knowing that the least manifestation of a pursuit would induce the vessels to put back or run themselves on shore, lieutenant Simmonds made sail to-windward, in the hope to decoy the vessels far enough from the french coast to enable him to cut them off. Having proceeded to a sufficient distance, the Attack detached the gig, with six men, commanded by Mr. Couney, the second master.

Mr. Couney boards a galliot in tow of privateer and brings her off.

At midnight, when within half gun-shot of the french shore, the gig discovered the galliot in tow of the privateer. Undaunted by the inequality of force, and regardless of a galling fire of musketry, Mr. Couney boarded the transport on one side, as a detachment from the privateer did on the other; but, as soon as Mr. Couney had killed one of their men, the Frenchmen retreated to their vessel and sheered off, leaving the seven British in possession of the prize. The situation of Mr. Couney and his six men was extremely critical even after he had recaptured the galliot; for, independent of the fire of the privateer's musketry, the vessel was exposed to a continued fire of round and grape from the french batteries; nor could the Attack, on account of the calm state of the weather, approach to cooperate with her gig's crew in this very gallant little exploit. Fortunately neither Mr. Couney, nor one of his six men, was hurt on the occasion.

Attack is attacked by danish gun-boats.

On the 16th of August, at 11 P. M., Foreness in the Cattegat bearing west-north-west distant six or seven miles, the Attack observed two vessels approaching supposed to be gun-vessels. The brig immediately cleared for action, and in about 20 minutes, when nearly becalmed, was attacked by a division of danish gun-boats, supposed, in the darkness that prevailed, to be 10 or 12 in number. The engagement continued until 1 h. 40 m. A. M. on the 19th, when the gun-boats ceased firing. A light breeze springing up, the Attack set all sail and got out her sweeps, in the hope to be able to join

the Wrangler gun-brig, lieutenant John Campbell Crawford, whom another division of gun-boats had also been attacking. But, owing to a strong south-east current and a total cessation of the breeze, lieutenant Simmonds could not succeed. Shortly afterwards the Wrangler entirely disappeared. 1812. June.

The Attack had already had her main boom shot away, her foremast and bowsprit badly wounded, two guns dismounted, a great number of shot-holes between wind and water, and her sails and rigging cut to pieces. At 2 h. 10 m. A. M., while the british gun-brig, with only 49 men on board, was employed in refitting herself, 14 danish gun-vessels, each armed with two long 24-pounders and two howitzers, and with from 65 to 70 men, besides four large row-boats carrying swivels and howitzers, formed in a crescent, within pistol-shot, upon her larboard beam, bow, and quarter, and commenced a heavy fire of round, grape, and grenades. The Attack immediately returned the fire, and continued defending herself until 3 h. 20 m. A. M.; when, being a complete wreck and in a sinking state, the british brig hauled down her colours, with two seamen killed, and 12 wounded. The Danes were honourable enough to pay a high compliment to lieutenant Simmonds for his gallant defence of the Attack; and, at the court-martial subsequently held upon him and his officers for the loss of their brig, the most honourable acquittal was pronounced.

Her hull is damaged.

Is attacked by 14 gun-boats and compelled to surrender.

On the 4th of June, in the night, captain the honourable Duncombe Pleydell Bouverie, of the 18-pounder 32-gun frigate Medusa, sent the boats of the frigate, under the orders of lieutenant Josiah Thompson, to cut out the french store-ship Dorade, of 14 guns and 86 men, commanded by a lieutenant de vaisseau, lying at an anchor in the harbour of Arcasson. In spite of the rapidity of the tide and the intricacy of the navigation, and although discovered and hailed before they arrived within musket-shot, the boats succeeded in getting along-

Medusa detaches her boats to cut out a ship in Arcasson.

1812. June. Lieut. Thomp signally boards and carries the Dorade

side the ship. The Frenchmen were found at their quarters, and perfectly prepared to defend their vessel; but nothing could resist the impetuosity of lieutenant Thompson and his men, who rushed on board and carried the Dorade after a desperate struggle in which the whole of her crew, except 23 men, were either killed or compelled to jump overboard: among the latter was the french commander, severely wounded.

The prize ground in coming out and is set on fire.

The ship had on board a full cargo of ship-timber, and had been since April, 1811, watching an opportunity to escape. At daylight on the 5th the prize was got under way; but, after proceeding about a league down the harbour, the ship grounded on a sandbank. As the tide was then running out with great violence, lieutenant Thompson was obliged, after taking out the wounded of her crew, to set the Dorade on fire; and the ship soon afterwards blew up. This done, the boats returned to the Medusa, having sustained, in performing their gallant exploit, no greater loss than five men wounded.

Remarks on this case.

Here is another of the abstracted cases. How justly proud might every lieutenant, master's mate, and midshipman have been who assisted in capturing the Dorade; and yet not one is named except the officer who commanded the party. "Captain Bouverie," says the abstract, "highly commends the conduct of lieutenant Thompson and the other officers and men employed on this occasion." To "the other officers," this recommendation could be of no avail, as they were not named; not at least in the Gazette, the only record preserved. And, even had they been named, what could they expect, when their commanding officer, he who so gallantly led them up the side of the enemy's ship, bears still the same rank he bore then?

The manner in which the british 74-gun ship Magnificent, captain John Hayes, on the night of the 16th of December in the present year, was saved in a gale of wind on the coast of France is so extra-

ordinary, and at the same time so creditable to the nautical skill and presence of mind of her captain, and to the expertness, alacrity, and good discipline of british seamen, that we shall be doing, not merely an act of justice to the officers and crew of the Magnificent, but a service to the whole profession, by giving all the publicity in our power to an account of the circumstance, which has already appeared in a popular periodical work devoted to naval subjects. "The ship was anchored in the evening between the reef of Chasseron, and the reef of Isle de Ré, nearly mid-channel, in 16 fathoms' water, in the entrance to Basque road; the courses reefed, top-sails close reefed, and top-gallant-yards got down. At 8 o'clock, the weather appearing suspicious, and the wind beginning to blow, the top-gallant-masts were got down on deck: at half-past, it came on squally, and the cable was veered to a cable and a half. At 9, the ship was found to be driving, and in only 11 fathoms' water; the small bower was instantly let go, which brought her up in 10 fathoms. Yards and topmasts were immediately struck, as close down as they could be got. The moon was not to be seen, yet it was not a dark night: it just gave sufficient light to show us our dangerous situation; the sea breaking on the reef, with great violence, about a quarter of a mile astern, and on the star-board quarter. As soon as the topmasts were down, orders were given to heave in upon the best bower, which appeared to be slack, as though the anchor had broken. Three quarters of a cable were got in, when the stock appearing to catch a rock, it held fast: service of course was put in the wake of the hawse, and the cable secured. The inner cable of the best bower was unspliced, and bent to the spare anchor; and a lead-man was kept in the chains to heave the lead, the same as though the ship had been under way, in addition to the deep-sea lead, attended at the gangway by a quarter master, when it was discovered by the man in the chains, that

1812.

Magnificent saved from being wrecked by captain Hayes.

1812. there was a large rock under the ship's bottom, of three fathoms in height: in fact the ground was covered with rocks, and the ship in the midst of them, with the wind at W.S.W. blowing a gale, with small rain and a heavy sea. In this state we remained, with people stationed with axes to the sheet and spare anchors, till daylight, when the man at the deep-sea lead declared the ship to be driving. The spare anchor was directly cut away, and the range taken out; when the ship brought up again, and when the ebb tide made, she took the whole cable service, and rode with the best and small bowers a-head, and the spare anchor broad on the starboard bow. The gale appeared to increase; the sea was high; and, as it broke sometimes outside the ship, it proved she was in the midst of rocks, and that the cables could not remain long without being cut. The wind at this period was west, and St.-Marie church bore east, and the distance where the ship would have gone to pieces, about one cable's length; the shoalest part of the reef about two cables, lying in a S.S.E. and N.N.W. direction. The wind now came to W. b. N.; but, to counteract this favourable change, it was a lee tide, and a heavy sea setting right on to the reef, and neither officers nor men thought it possible, in any way, to cast her clear of the reef, and to make sail, more particularly as the yards and topmasts were down. The captain, however, gave orders to sway the fore-yard two-thirds up; and, while that was doing, to get a hawser for a spring to cast the ship by from the starboard quarter to the spare cable; while this was doing, the spare cable parted, and we had only the sheet anchor at the bows; but, as she did not drive, that was not let go. The main yard was now swayed outside the topmast, two-thirds up the same; as the fore-yard and the spring brought on the small bower cable, people were sent on the yards to stop each yard-arm of the top-sails and courses with four or five spun-yarn stops, tied in a single bow, and to

cast off and make up all the gaskets: the people were then called down, except one man to each stop, who received very particular orders to be quick in obeying the commands given them, and to be extremely cautious not to let a sail fall, unless that sail was particularly named: if particular attention were not paid to this order, the ship would be lost. The yards were all braced sharp up for casting from the reef, and making sail on the starboard tack. The tacks and sheets, topsail sheets, and main and mizen-stay-sail hal-yards were manned, and the spring brought to the capstan and hove in. The captain now told the people, that they were going to work for life or death; if they were attentive to his orders, and executed them properly, the ship would be saved; if not, the whole of them would be drowned in five minutes. Things being in this state of preparation, a little more of the spring was hove in; the quarter-masters at the wheel and bow received their instructions. The cables were ordered to be cut, which was instantly done; but the heavy sea on the larboard bow would not let her cast that way. The probability of this had happily been foreseen. The spring broke, and her head paid round in towards the reef. The oldest seamen in the ship at that moment thought all lost. The captain, however, gave his orders very distinctly, to put the helm hard a-starboard, to sheet home the fore-topsail,* and haul on board the fore tack, and aft fore-sheet, keep all the other sails fast, square the main and mizen topsail yards, and cross jack-yard, keep the main-yard as it was. The moment the wind came abaft the beam, he ordered the mizen-top-sail to be sheeted home, and then the helm to be put hard a-port—when the wind came nearly aft—haul on board the main-tack, aft main-sheet, sheet home the main-topsail, and brace 1812.

* "The yards were all braced up for the starboard tack: consequently, when she cast the other way, the foresail and foretopsail were set as flat a-back as they could be; and they were not altered in bringing her to her course; the way she was managed it was not necessary."

1812. the cross-jack-yard sharp up. When this was done, (the whole of which took only two minutes to perform,) the ship absolutely flew round from the reef, like a thing scared at the frightful spectacle. The quarter-master was ordered to keep her south, and the captain declared aloud, "The ship is safe." The gaff was down, to prevent its holding wind, and the try-sail was bent ready for hoisting, had it been wanted. The main and mizen staysails were also ready, but were not wanted. The fore-top-mast staysail was hoisted before the cables were cut: thus was the ship got round in less than her own length; but, in that short distance, she altered the soundings five fathoms. And now, for the first time, I believe, was seen a ship at sea under reefed courses, and close reefed top-sails, with yards and topmasts struck. The sails all stood remarkably well; and by this novel method, was saved a beautiful ship of the line, and 550 souls. I cannot find any man or officer who ever saw a ship in the state before; yet all seemed surprized that they should never before have thought of it. Indeed it has ever been the prevailing opinion, (perhaps for want of giving the subject proper consideration,) that a ship with yards and topmasts struck was completely disabled from making sail, except with staysails."*

Force under sir Home Popham.

The british squadron, stationed off the north coast of Spain, to cooperate with the loyal Spaniards and guerillas in expelling the French from their country, was commanded by captain sir Home Popham of the 74-gun ship Venerable; who had under his orders, among some other vessels whose names do not appear, the 38-gun frigates Surveillante and Rhin, captains sir George Ralph Collier and Charles Malcolm, 18-pounder 32-gun frigate Medusa, captain the honourable Duncombe Pleydell Bouverie, and 10-gun brig-sloop Lyra, captain Robert Bloye.

In the middle of the month of June a small body of french troops held possession of a hill-fort at

* See Naval Chronicle, vol. xxix. p. 21.

1813. June. Preparations to drive French out of Lequeitio

Lequertio, mounting three 18-pounders, and calculated to resist infantry, and another body, of about 200, was posted in a fortified convent within the town, the walls of which were impervious to any thing less than an 18-pounder. The convent might have been destroyed by the ships; but, as the town would have materially suffered, and as the guns of the Venerable made no visible impression on the fort, it was determined to erect a battery on a hill opposite to the latter, which the enemy considered as quite inaccessible to cannon and in that confidence rested his security.

Guns landed and french fort assailed by guerillas.

Accordingly, on the forenoon of the 20th, a gun was landed, chiefly by the exertions of lieutenant James Groves of the Venerable, notwithstanding the sea was breaking with such violence against the rocks at the foot of the hill, that it was doubtful whether a boat could get near enough for that purpose. The gun was then hove up a short distance by a movable capstan; but this operation was so tedious, that it was at length dragged to the summit of the hill by 36 pair of bullocks, 400 guerillas, and 100 seamen headed by captain Bouverie. The gun was immediately mounted; and at 4 P. M. fired its first shot. It was afterwards so admirably served, that at sunset a practicable breach was made in the wall of the fort, and the guerillas volunteered to storm it. The first party was repulsed, but the second party gained possession without any considerable loss: several of the french troops escaped on the opposite side and got into the convent. In the course of the evening, the sea abating a little, a landing was made on the island of San-Nicolas, although with some difficulty, by lieutenant Dowell O'Reilly of the Surveillante; a detachment of marines from that frigate, the Medusa, and Rhin also landed, with a carronade from each ship. Captain Malcolm now took command of the island, and captain sir George Collier of the Venerable's battery on the hill. On the 21st, at daybreak, a 24-pounder

1812. July. was brought to the east side of the town within 200 yards of the convent, and another was in the act of being landed on San-Nicolas to bombard it in that direction, when the french commandant beat a parley and surrendered, with the remainder of his troops, amounting to 290.

French troops persuader.

British destroy guns at Bermeo, &c.

The squadron afterwards proceeded along the coast to the westward, and destroyed the batteries at Bermeo, Plencia, Algorta, Bagona, el Campillo las Queras, and Xebiles. On the 6th of July the Venerable arrived off Castro; and on the 7th the French were driven out of the town by the fire of the squadron. On the 8th a party landed and took possession of the castle of Castro. On the 10th the squadron proceeded off Puerta Galletta, to cooperate in an attack upon it with the spanish troops under general Longa; but, the enemy being found stronger than the Spaniards had expected, the attack was abandoned. During the morning, captain Bloye landed with a party of marines, and knocked the trunnions off the guns in the Bagona battery: he also destroyed one gun mounted on a height.

Capt. Bloye lands at Bagona and destroys guns.

Attack on Guetaria.

On the 18th, early in the morning, one 24-pounder under lieutenant Groves, and a howitzer under lieutenant Thomas Lewis Lawrence, of the marine artillery, were landed from the Venerable near Guetaria, and mounted on a hill to the westward of the town, under the directions of captain Malcolm; while captain Bouverie landed a medium 24-pounder and a 12-pounder carronade from the Medusa, and, after many difficulties, mounted these two guns on the top of a hill to the eastward. At noon the Venerable opened her fire and continued it until sunset; when the guns of the enemy opposed to those of the Venerable were silenced, and the Medusa's two guns were got in readiness to open the next morning. During the night, however, intelligence was received of the approach of between 2000 and 3000 french troops. In conse-

British obliged to retreat.

quence of some delay on the part of the Spaniards, captain Bouverie had to destroy his two guns; after which he and his party reembarked. Captain Malcolm met with so much detention, that he was obliged to leave in the hands of the enemy a midshipman and 29 men. 1813. July.

On the 30th of July and on the 1st of August a combined attack was made on the town of Santander and the castle of Ano, by the detachment of marines serving on board the squadron, placed under the orders of captain Willoughby Thomas Lake, of the 74-gun ship Magnificent, and captain sir George Collier, and acting in conjunction with the guerillas under general Porlier. The castle was taken possession of by the marines; but, the garrison of Santander having received reinforcements which made it stronger than had been expected, general Porlier was unable to advance upon the place; and the marines, who had pushed on to cooperate in the attack, were obliged to fall back upon the castle, with some loss. Captains Lake and sir George Collier were among the wounded; as was also captain of marines Christopher Noble, who was taken prisoner. On the 3d the French evacuated the town of Santander, and a detachment of marines from the british frigates in the harbour immediately took possession of it. Attacking Santander. French evacuate the town.

In the month of May the british force stationed off the coast of Grenada, to assist the spanish patriots, consisted of the 20-gun ships Hyacinth and Termagant, captains Thomas Ussher and William Hamilton, and gun-brig Basilisk, lieutenant George French. In consequence of the destruction, by the Hyacinth, on the 20th, of the castle at Nersa, the guerillas, on the 25th, came down from the mountains and entered the town; and captains Ussher and Hamilton went on shore and waited upon the guerilla leader. By him they learnt that the French had retreated to Almunecar, a town about seven miles to the eastward; and that they had a force of about 300 men, Termagant destroys castle at Nersa.

1812. May. against whom the guerillas meant immediately to march.

Termagant and squadron silence castle at Almunecar.

In order to cooperate effectually with them, captain Ussher, at 4 P. M. on the 26th, bore up for Almunecar; and, anchoring his two ships and brig within point-blank range, silenced the castle in less than an hour. The guerillas not advancing as was expected, captain Hamilton, at 8 P. M., went in his gig back to Nersa, and returned at 4 A. M. on the 27th, with information that the guerillas were waiting for an expected reinforcement. At 7 A. M. the french troops, having during the night mounted a howitzer in a breach made by the ships in the covered way to the castle, reopened their fire: but, by 10 A. M., the castle was again silenced, and the French were driven with great loss into the town, where they fortified themselves in the church and houses. Desirous of sparing the unfortunate inhabitants, captain Ussher ceased firing; and at 2 P. M., after having destroyed a privateer, of two guns and 30 or 40 men, at anchor under the castle, weighed and ran down to Nersa, for the purpose of concerting plans with the guerillas.

Convey guerillas from Nersa to Almunecar and compel the French to retreat to Granada.

Having arrived at Nersa, captain Ussher embarked 200 guerilla infantry on board his little squadron, and stood back with them towards Almunecar, having directed the cavalry to hasten through the mountain. The delay occasioned by a calm acquainted the french troops with the combined movement; and, joining a corps of 200 men at Notril, the whole detachment retreated upon Granada. On arriving at his anchorage before the castle, captain Ussher detached lieutenant Francis Brockell Spilsbury and a guerilla officer, with directions to hoist the respective flags on the castle, and then to demolish the works. After considerable difficulty, owing to the strength of the works, the service was effectually executed.

On the 13th of February, at daybreak, the british 38-gun frigate Apollo, captain Bridges Watkinson

1812. Feb. Apollo chases and captures Mérinos.

Taylor, while rounding Cape Corse, fell in with and chased the french frigate-built store-ship Mérinos; pierced for 36, but mounting only 20 guns, long 8-pounders, with a crew of 126 men, commanded by capitaine de frégate Honore-Cyprien Courdouan, in company with a ship-corvette. After the Apollo had closed from to-leeward, and killed six and wounded 20 of the crew of the Mérinos, that ship hauled down her colours. Notwithstanding the signals for assistance made to her from the Mérinos, the corvette, with the help of boats from the island of Corsica, effected her escape. Although, in consequence of the calm state of the weather and her proximity to the shore, the Apollo was exposed, during four hours, to a fire from a battery on the cape and another on the islet of Giraglia, she did not have a man hurt.

A corvette in company effects her escape.

Victorious and Weasel chase Rivoli and three brigs.

On the 16th of February the british 74-gun ship Victorious, captain John Talbot, accompanied by the 18-gun brig-sloop Weasel, captain John William Andrew, arrived off Venice, to watch the motions of the new french 74-gun ship Rivoli,* commodore Jean-Baptiste Barré, and two or three brigs of war, lying ready for sea in that port. Foggy weather made it the 21st, before Captain Talbot was enabled to reconnoitre the port. On that day, at 2 h. 30 m. P. M., the Victorious descried a brig in the east-north-east, and at 3 P. M., in the same direction, a large ship, with two more brigs, and two settees. The ship was the Rivoli herself; the three brigs were the Jéna and Mercure of 16, and the Mamelouck of eight guns; and the two settees were gun-boats; all about 12 hours from Venice, bound to the port of Pola in Istria, and at this time steering in line of battle; the two gun-boats and one brig ahead, then the Rivoli, and astern of her the two remaining brigs. The british 74 and brig were presently under all sail in chase, and soon began to gain upon the french squadron.

* See p. 64.

1812. Feb. At 2 h. 30 m. A. M. on the 22d, perceiving that one of the two brigs in the rear had dropped astern, and that the Rivoli had shortened sail to allow her to close, captain Talbot hailed the Weasel, and directed captain Andrew to pass the Victorious if possible, and bring the sternmost brig to action. Captain Andrew was so prompt in obeying the order, that at 4 h. 15 m. A. M. the Weasel overtook the Mercure, and engaged her within half pistol-shot. After the action between these two brigs had lasted about 20 minutes, the brig that had been in company with the Mercure, the Jéna, shortened sail, and engaged the Weasel distantly on her bow. Thus opposed, the latter still continued a close and well-directed fire upon the Mercure until another 20 minutes had elapsed; at the end of which the french brig blew up. In an instant the Weasel lowered down her boats, but only succeeded in saving three men, and those much bruised. In the mean while, taking advantage of the darkness of the morning and the damaged state of the Weasel's rigging, the Jéna had made off, and soon disappeared. At daylight, however, the british brig regained a sight of both french brigs, one a short distance astern of the other; and, having by this time refitted herself, she crowded sail in pursuit, sweeping occasionally, owing to the lightness of the breeze; but the Jéna and Mameluck outsailed the Weasel, and kept gradually increasing their distance.

Weasel engages Mercure and Jéna.

Mercure blows up.

Action commences between Victorious and Rivoli.

At 4 h. 30 m. A. M., just a quarter of an hour after the Weasel had begun her engagement with the Mercure, the Victorious, having a light air of wind on her larboard beam, arrived within half pistol-shot of, and opened her starboard guns upon, the Rivoli; who immediately returned the fire from her larboard broadside, and continued, with courses brailed up, but royals set, standing off towards the gulf of Triest. A furious engagement now ensued between these two line-of-battle ships, interrupted only when, for a few minutes together, the fog or the smoke hid

them from each other's view. In the early part of the action, captain Talbot received a contusion from a splinter, that nearly deprived him of his sight, and the command of the ship devolved upon lieutenant Thomas Ladd Peake, who emulated his wounded chief in bravery and judgment. After the mutual cannonade had thus continued for three hours, and the Rivoli, from the superior fire of the Victorious, had become unmanageable and reduced to such a resistance as two quarterdeck guns only could offer, lieutenant Peake, by signal, recalled the Weasel, to have the benefit of her assistance, in case either ship, the Victorious herself being in a disabled state, and both ships at this time in seven fathoms' water off the point of Groa, should happen to get aground. Having bore up in obedience to the signal, the Weasel stood across the bows of the Rivoli; and, at 8 A. M., when within musket-shot distance, poured in her broadside. This the brig, wearing or tacking as necessary, repeated twice. Meanwhile the Victorious maintained a steady cannonade, and at 8 h. 45 m. A. M. shot away the Rivoli's mizenmast. In another quarter of an hour the french 74 fired a lee gun, and hailed the Victorious that she had struck. Point Legnian then bore from the latter north-north-west distant seven miles.

1812. Feb.

Weasel fires a raking broadside into Rivoli.

Rivoli surrenders.

The Victorious had her rigging cut to pieces, gaff and spanker-boom shot away, her three topmasts and mainmast badly wounded, her boats all destroyed, except a small punt belonging to the ward-room officers, and her hull struck in several places. Out of her actual crew of 506 men and boys, (60 of the men sick, but only a few absent from their quarters,) she had one lieutenant of marines (Thomas H. Griffiths,) and 25 seamen and marines killed, her captain (slightly,) one lieutenant of marines, (Robert S. Ashbridge, mortally,) two master's mates, (William H. Gibbons and George Henry Ayton,) two midshipmen, (Henry Bolton and Joseph Ray,) and 93 seamen and marines wounded; total, 27

Damage and loss on board Victorious.

1812. Feb killed and 99 wounded. The Weasel had the good fortune not to have a man hurt, either in her 40 minutes' engagement with the Mercure, or her very spirited, and, in all probability, not ineffective cannonade of the Rivoli.

Same on board Rivoli. According to the letter of captain Talbot, the Rivoli had on board 862 men; but the french officers have deposed to only 810, including 59 men late belonging to the french frigate Flore wrecked near Venice. Out of her (taking the smallest amount) 810 in crew and supernumeraries, the Rivoli lost 400 men in killed and wounded, including her second captain and the greater part of her officers. Not only had her mizenmast been shot away, but her fore and main masts were so badly wounded, that they fell over the side in a few days after the action. In her hull the Rivoli was dreadfully shattered; as, indeed, the severity of her loss would indicate.

Force of each ship. The Victorious was a 74 of the 18-pounder class, and was consequently armed on her first and second decks in the manner represented at N or O in the first Annual Abstract. On her quarterdeck and forecastle, the Victorious appears to have mounted 18 carronades, 32-pounders, and two long 18-pounders, and on her poop six 18-pounder carronades; total 82 guns. The Rivoli, on her first and second decks, was armed exactly the same as the french 74 in the little table at p. 78 of the first volume, and appears to have mounted on her quarterdeck and forecastle 12 long 8-pounders and eight iron carronades, 36-pounders; total 80 guns, all of french caliber.

COMPARATIVE FORCE OF THE COMBATANTS.

		VICTORIOUS.	RIVOLI.
Broadside-guns	No.	41	40
	lbs.	1060	1085
Crew	No.	590	810
Size	tons	1784	1804

Remarks on the action. This may be considered as at least an equal match; for the slight overplus that appears in the right-

hand set of figures is amply compensated by the ineffective state of the Rivoli's crew. These had but just quitted port for the first time since they had assembled; and yet they fought their ship most bravely, as the length of the action, coupled with their severe loss, testifies, and far from unskilfully, as the loss sustained by their antagonist clearly demonstrates. The Rivoli's commander had the good fortune to be captured by an officer, who could fully appreciate merit in an enemy; and accordingly captain Talbot, in his official letter, expresses himself thus: "I feel great satisfaction in saying, that the conduct of commodore Barré, during the whole of the action, convinced me I had to deal with a most gallant and brave man, and in the manœuvring of his ship a most experienced and skilful officer. He did not surrender his ship until nearly two hours after she was rendered unmanageable, and had 400 killed or wounded, &c." 1819. April.

Placed under the charge of lieutenants Edward Whyte and John Townshend Coffin, the Rivoli was conducted by the Victorious to Port St.-George, island of Lissa; where both ships arrived on the 1st of March. The Rivoli was afterwards added to the british navy, and captain Talbot, at a subsequent day, was knighted for his gallantry in capturing her. Lieutenant Peake also received the promotion, which was due to him upon the occasion; and, in the mouth of September, captain Andrew, of the Weasel, obtained his reward in a post-captain's commission. Captain Talbot knighted.

On the 16th of April the british 18-gun brig-sloop Pilot, captain John Toup Nicolas, observing nine coasting vessels hauled up on the beach under the town of Policastro near Cape Palinuro, anchored close to the shore, and opened her fire, in order to drive away any armed force collected for their protection. Captain Nicolas then detached the boats, with a party of seamen and the marines, under the orders of lieutenant Alexander Campbell, assisted by Pilot brings off vessels from Policastro.

1812. April. acting master Roger Langlands. Through the gallantry of these officers and their men in keeping in check a body of about 80 of the enemy, the whole of the nine vessels were launched and brought off without a casualty, and that in the short space of four hours. On the 28th the Pilot fell in with and harassed a large convoy laden with timber protected by 14 gun-boats and several scampavies; but, from its being perfectly calm, they effected their escape.

Thames and Pilot attack Sapri, take vessels, &c.

On the 14th of May the 12-pounder 32-gun frigate Thames, accompanied by the Pilot, attacked the port of Sapri, defended by a strong battery and tower, mounting two 32-pounders, and garrisoned by an officer and 38 men. After being battered for two hours within pistol-shot, the garrison surrendered at discretion; "but," says captain Napier, "in consequence of their gallant defence, I allowed them to march out with the honours of war, but not to serve against us in this expedition." The British found 28 vessels laden with oil, some of them nearly a quarter of a mile in the country; all of which were launched and the battery blown up before sunset. Captain Napier speaks in the highest terms of Mr. Langlands, who, by his able disposition of the Pilot's marines placed under his command, (no officer of that corps being on board the brig,) kept upwards of 200 armed peasantry in check, and had only one man wounded. In a month or two afterwards, Mr. Langlands was promoted to the rank of lieutenant.

Lieut. Dobbs attacks and brings out vessels in Agay.

On the 29th of April captain Patrick Campbell, of the 74-gun ship Leviathan, detached the boats of that ship and of the 38-gun frigate Undaunted, captain Richard Thomas, under lieutenant Alexander Dobbs, to attack a french privateer and several merchant vessels in the port of Agay. Lieutenant Dobbs, without any loss, boarded and carried the privateer, a brig of 14 guns and 80 men, lying aground, but could not get her afloat. Four of the

merchant vessels were brought off; but, during the endeavours to get off the privateer, two men were killed and four wounded by the fire of the enemy on the shore; who also succeeded in extinguishing the fire which had been put to the brig. 1812. April.

On the same day the boats of the Undaunted, along with those of the 38-gun frigate Volontaire, Captain Charles Bullen, and 18-gun ship-sloop Blossom, captain William Stewart, placed under the orders of lieutenant John Eagar of the Undaunted, attacked a french convoy of 26 vessels at anchor near the mouth of the Rhone, brought out seven, burnt 12, including a national schooner of four guns and 74 men, and left two stranded on the beach. This spirited and important service was performed without any loss, the boats having been ably covered and protected by the fire of the Blossom. Lieut. Edgar takes and destroys a convoy at the mouth of the Rhone.

On the 9th of May the british 74-gun ships America and Leviathan, captains Josias Rowley and Patrick Campbell, and 18-gun brig-sloop Eclair, captain John Bellamy, fell in with a french convoy of 18 deeply laden vessels, which took shelter under the town and batteries of Languelia. The two captains concurring in opinion as to the practicability of bringing out or destroying the vessels by getting possession of the batteries, the marines of both ships, about 250 in number, were, at daybreak on the 10th, landed to execute the service, under the orders of captains Henry Rea of the America, and John Owen of the Leviathan, assisted by lieutenants John Nearne, William Beddeck Cock, Paul Kyflin Carden, and John George Hill. Unfortunately the landing was not effected without an accident of a very serious nature. The yawl of the America was sunk by a chance shot from the only gun that could bear on the boats; and, before assistance could be afforded, 10 marines and one seaman were drowned. America and squadron chase a convoy into Languelia. Capt. Rowley lands marines to take batteries. Serious accident to one of the boats.

A party, under captain Owen, was detached to carry a battery of five 24 and 18 pounders to the Capt. Owen takes

1812. May. One battery and captain Revanether.

eastward; which he performed in a very spirited and judicious manner, the french officer who commanded falling in the attack. The main body of the marines, in the mean time, rapidly advancing through a severe fire of grape, carried the battery adjoining the town of Languelia, consisting of four 24 and 18 pounders and one mortar, although protected by a strong body of the enemy posted in the wood and in several contiguous buildings; upon the latter of which the guns of the battery were immediately turned with much effect.

Boats under lieut. Richardson bring out vessels.

The french troops were now driven from the houses lining the beach by the fire of the Eclair, who had swept in for the purpose. The boats of the squadron, under lieutenant William Richardson, assisted by lieutenants Bouchier Molesworth and Robert Moodie of the America, and Alexander Dobbs and Richard Hambly of the Leviathan, also by master's mate John Harvey, and several other young officers not named in the despatch, then proceeded to bring out the vessels. These were secured by various contrivances to the houses and beach, and the sails and rudders of most of them removed on shore. After considerable exertions, 16 laden settees were towed off, another was burnt in the harbour by the boats, and a second, making the 18th, was too much damaged by shot to be got afloat. The marines of the squadron were reembarked in the most perfect order, under cover of the fire of the Eclair, the only vessel enabled by the light and baffling winds to get close enough to act. This was accomplished without molestation from the french troops on the spot, although a strong party was advancing from the town of Allassio to reinforce them.

Loss on the british side.

Exclusive of the heavy loss sustained at the onset of this dashing enterprise, one sergeant of marines, three privates, and one seaman were killed, and 18 marines and two seamen wounded; total killed and drowned 16, wounded 20.

Another french convoy, of 18 square and lateen

rigged vessels, having assembled at Languelia and Allassio, captain Campbell of the Leviathan, having under his orders the Impérieuse, captain Duncan, 18-pounder 36-gun frigate Curaçoa, captain John Tower, and brig-sloop Eclair, detached the marines under captain Owen, who, covered by the fire of the Eclair, effected a landing between the two towns. Scarcely had the marines formed on the beach, ere they were attacked by treble their number; but nothing could withstand the bravery of the officers and men, who dashed at the french troops with the bayonet, and drove them from two batteries into the town, killing many and making 14 prisoners. 1812. May. Capt. Owen lands and drives french troops from two batteries.

After spiking the guns, consisting of nine and a mortar, and destroying the carriages, the marines embarked; but, although the three ships had anchored within less than musket-shot of the two towns, and the Eclair had kept on her sweeps, going where she could be of most effect, and although the launches and other boats, under the command of lieutenant Dobbs, had with their carronades maintained a heavy fire, the french troops could not be expelled from the houses so as to enable the boats, without a very great risk, to bring off any of the vessels; which were made fast to the shore in all manner of ways, and had their sails unbent and rudders unshipped. The loss already incurred was sufficiently severe, amounting to one seaman and three marines killed, and lieutenant William Walpole, one seaman, and nine marines wounded. Ships unable to get french vessels from under the town.

On the 11th of June the french brig-corvette Renard, of fourteen 24-pounder carronades and two long sixes, commanded by lieutenant de vaisseau Charles Baudin des Ardeunes, and schooner Goéland, of twelve 18-pounder carronades and two sixes, commanded by enseigne de vaisseau Belin, along with some gun-boats, and a convoy of 14 vessels laden with naval stores for Toulon, sailed from the port of Genoa. On the 15th M. Baudin and his charge were driven for shelter under the island of Renard and her convoy driven under Ste.-Marguerite by a british squadron.

36825

1812. June. Sainte-Marguerite by a british squadron, consisting of the America 74, Curaçoa frigate, and brig-sloop Swallow, of sixteen 32-pounder carronades and two long sixes, captain Edward Reynolds Sibly. While the 74 and frigate kept in the offing on account of the shoal water, the Swallow, by signal, stood in to reconnoitre the convoy. On the 16th, at daybreak, the vessels of the latter were observed to be getting under way; and the Renard and Goéland, having a light breeze in-shore, soon made all sail in chase of the Swallow, who lay nearly becalmed. At about 6 A. M., however, finding that the Swallow was benefiting by a light breeze which had just sprung up from the south-west, the french brig and schooner hauled their wind, tacked, and used every exertion, by sweeps and boats to effect their escape. Having at last accomplished their object, they and their convoy stood towards the bay of Fréjus.

Swallow reconnoitres them.

Captain Sibly had now very small hopes of bringing on an action; when, at a few minutes past noon, on the breeze freshening, the Renard and Goéland, having received on board from Fréjus a number of volunteers, along with a detachment of soldiers, again stood off on the starboard tack, the schooner keeping a little to-windward of her consort. The Swallow being at this time ahead on the opposite tack, the two parties neared each other fast. At 1 P. M., finding she could weather the Renard, the Swallow closed, and, passing her to-windward within 30 yards, gave and received a broadside. Captain Sibly then wore close under the french brig's stern, in the hope of keeping her head off shore: but, having had her own head-braces shot away, the Swallow was not able to lie so close to the wind as her captain intended. The Renard consequently got round on the larboard tack, and in that position was furiously cannonaded by the Swallow to-leeward. The Goéland, meanwhile, had taken an annoying position out of the reach, except occasionally, of the british brig's guns. After the Swallow had sustained, during

Commences an action with Renard and Goéland.

Is obliged to haul off from the fire of the batteries.

40 minutes, the close and determined attacks of her two opponents, the larger of whom made several attempts to board, the proximity of the shore, and the strength of the batteries that lined it, compelled captain Sibly to haul off and rejoin his commodore in the offing. The Renard and Goéland then stood on under all the sail they could set, and were presently at anchor with their convoy in the bay of Grimaud. 1812. June.

The Swallow was much cut up in sails, rigging, masts, and hull; and, of a crew of 109 out of 120 men and boys, lost six seamen and marines killed, and 17 wounded, including the purser, Mr. Eugene Ryan, who had gallantly volunteered to serve on deck. The Renard was much injured in her masts and most severely shattered in her hull; especially on the starboard side. Her loss, out of the 94 men that constituted, as it appears, her regular crew, was 14 men killed and 28 wounded; including among the latter her gallant commander, who was struck by a splinter upon the stump of the arm which some years before he had honourably lost. The total number of persons on board the Renard at the commencement of the action, consisting partly of troops as already mentioned, is represented to have been 180. The loss sustained by the Goéland, whose crew is stated to have consisted of 113 men, does not appear in M. Baudin's letter; and yet, as the schooner, at one time in particular, was exposed to a close and well-directed fire from five of the Swallow's carronades, loaded each with 64 pounds of double canister and 32 of musket-balls, making 96 pounds in all, a considerable slaughter must have ensued. Loss on board Swallow. Also on board Renard and Goéland.

That this was an affair very creditable to captain Sibly, the officers, and crew of the Swallow, cannot admit a doubt; and that the latter would have made a prize of the Renard, had she not run for protection to the batteries, is, from a review of all the circumstances, equally clear. And yet some dozens of cases have been passed over, to celebrate Remarks on M. Dupin's account of this action.

1812. Aug. this as an action glorious, in the extreme, for the navy of France. "The Renard," says a well-known french writer on english subjects, "of the same force as the Abeille, escorting a convoy in the gulf of Genoa, meets the Swallow, of the same force as the Alacrity. A frigate and an english ship of the line are in view; it matters not: the Swallow must fly, or be taken, before she can be succoured. A furious combat ensues between the two brigs, and the Swallow avoids her inevitable capture, only by flying for protection, under all sail, to the two large vessels, who are also crowding sail to save her."* This is M. Dupin; who reads english, and writes liberally, except where national self-love sways his pen.

Minstrel and Philomel blockade three french privateers in Biendam.

On the 10th of August the british 20-gun ship Minstrel, captain John Strutt Peyton, and 18-gun brig-sloop Philomel, captain Charles Shaw, observed three small french privateers in the port of Biendom, near Alicant; where they were protected by a castle mounting 24 guns. As a further security, two of the vessels were hauled on shore, and a battery formed with six of their guns, which were manned with their united crews, amounting to 80 men, chiefly Genoese. Under these circumstances the british ship and brig could only blockade the privateers; and, to do this more effectually, a boat was sent from one or the other of them every night, to row guard near the shore.

Mr. Dwyer with seven men, attacks and carries a battery.

On the 12th of August a boat, with midshipman (or rather lieutenant, for he had been promoted since the 21st of the preceding March, but had not yet received his appointment) Michael Dwyer and seven seamen, departed from the Minstrel upon this service. Considering that, if he could take the battery on the beach, he might succeed in capturing the privateers, the midshipman questioned the Spaniards, who came off in boats from the town; and they all agreed in the

* For the original passage see Appendix, No. 4.

relation, that the French had retreated, leaving but 30 men in the battery and 20 in the castle. Relying upon the tried courage and steadiness of his seven men, Mr. Dwyer resolved, notwithstanding the numbers of the enemy, to attempt carrying the battery by surprise. With this view, at 9 h. 30 m. P. M., he and his little party landed at a spot about three miles to the westward of the town; but scarcely had they done so, than they were challenged by a french sentinel. The midshipman, with much presence of mind, answered in spanish, that they were peasants. The British were suffered to advance, and, arriving at the battery on the beach, attacked it without hesitation. After a smart struggle, the garrison, consisting not of 20, but of 80 Genoese, abandoned the battery to Mr. Dwyer and his seven seamen. 1812. Aug.

The British were a few minutes only in possession, before they were surrounded by 200 french soldiers. Against these Mr. Dwyer and his seven men defended themselves until one of the latter was killed, the midshipman shot through the shoulder, and a seaman through the eye, and all their ammunition expended. The moment the firing ceased, the French rushed upon the garrison with their bayonets. Mr. Dwyer was too weak, from loss of blood, to sustain a hand-to-hand fight; and, after he had been stabbed in 17 places, and all the men except one severely wounded, the French recovered possession of the battery. The gallant fellow who was wounded in the eye, on recovering from the stupefaction caused by the wound in his head, deliberately took his handkerchief from his neck, and, binding it over the wound, said, "Though I have lost one eye, I have still one left, and I'll fight till I lose that too." Is surrounded by 200 French and compelled to surrender.

The admiration of captain Foubert and his troops, a detachment from the 117th regiment of voltigeurs, at the invincible courage of the little band of British, was unbounded; and when the latter, in their wounded state, were conveyed to the head-quarters of general Goudin, the french commanding officer in Noble behaviour of the french commanding officer.

1812. Aug. this quarter, the same benevolence and solicitude were shown to them by him and his suite. The general sent an invitation to captain Peyton to visit him on shore, and receive in person as well his brave boat's crew, as the congratulations of the general and the other french officers on having such men under his command. Captain Peyton accepted the invitation, dined with the french general, and received back his midshipman and six out of his seven men. Thus is it ever, that the brave sympathize with the brave; and he, who gallantly does his duty, meets far from the most inestimable part of his reward, in the admiration which he elicits from the breast of his enemy.

Capt. Peyton detaches boats of Minstrel to Valencia.

On the 29th of September, in the evening, having received information that the French had laden six vessels with shells at Valencia for Peniscola, captain Peyton despatched the boats of the Minstrel, under lieutenant George Thomas, assisted by midshipmen William Lewis, B. S. Oliver, and Charles Thomas Smith, to endeavour to bring them out; keeping the ship close in shore to cover and protect the boats. Although the vessels were moored head and stern to the beach, between two batteries of two 24-pounders and two mortars, with a strong garrison in the Grao, and had their sails unbent and rudders unshipped, lieutenant Thomas and his party gallantly succeeded in bringing out four of them. A fifth was also in the possession of the British; but, owing to the wind suddenly shifting round to the south-east with a heavy squall, this vessel grounded, and was retaken with three men in her. With that exception, the loss sustained by the British amounted to only one seaman severely wounded.

Lieut. Thomas brings out four vessels.

Bacchante detaches her boats into Port-Lemo.

On the 31st of August, as the british 38-gun frigate Bacchante, captain William Hoste, lay at anchor off Roviguo on the south-west coast of Istria, information arrived, that several vessels, laden with ship-timber for the venetian government, were at Port-Lemo. Captain Hoste, on the same evening,

despatched the Bacchante's boats, five in number, containing 62 officers and men, under first lieutenant Donat Henchy O'Brien, assisted by lieutenant Frank Gostling, lieutenant of marines William Haig, master's mate George Powell, and midshipmen James Leonard Few and Thomas William Langton. 1812. Aug.

Lieut. O'Brien captures three gun-boats, &c.

Having captured two merchant vessels at the entrance of the port, lieutenant O'Brien received information, that the vessels, which he was going to cut out, lay under the protection of a french xebec of three guns, and two gun-boats. Notwithstanding this unexpected force, he left his two prizes in charge of Mr. Langton and six seamen, and, with the remaining 55 men, dashed on to the attack. The skill and gallantry of the commanding officer and his party carried all before them; and the British captured, without the loss of a man, as well the timber-vessels, seven in number, as the french xebec Tisiphone, of one 6 and two 3 pounders and 28 men, a gun-boat of one 8 and two 3 pounders and 24 men, and another of one 8-pounder and 20 men, intended for the protection of the trade on the coast of Istria, from Pola to Triest.

Bacchante detaches her boats after another convoy

On the 18th of September, at daybreak, cruising off the coast of Apulia, the Bacchante discovered and chased an enemy's convoy between the islands of Tremitti and Vasto, standing alongshore to the north-west. Baffling winds and calm weather preventing the frigate from closing, captain Hoste despatched his boats, six in number, containing 72 officers and men, under the command, as before, of his first lieutenant, assisted by lieutenant Silas Thomson Hood, second of the Bacchante, instead of lieutenant Gostling. On the approach of the boats, the 18 merchant vessels anchored, and hauled themselves aground, leaving outside for their protection eight armed vessels, each mounting one long 12-pounder, three of them with three swivels each and 16 men, the remainder with 12 men; making, in all, eight long 12-pounders, six swivels, and 104 men.

1812. Sept. Besides these, there were the crews of the merchant vessels, who, having disembarked, lined a thick wood, well adapted for bush-fighting and completely commanding the coast.

Lieut. O'Brien again succeeds in bringing out the vessels.

In this situation, the convoy and vessels of war confidently awaited the british boats; but the officers and men in these, led on as they were, were not to be so daunted. Pushing through a heavy fire of grape and musketry, the seamen rushed like lions to the attack, boarding and carrying the vessels, and driving their crews over the sides in every direction; while the marines, headed by their intrepid leader, lieutenant Haig, landing, forced the fugitives from the wood, and secured the possession of the whole convoy and the armed vessels protecting it. To enhance the valour of this second exploit of lieutenant O'Brien and his brave associates, it was achieved with so trifling a loss on their part, as two seamen wounded, and those not dangerously.

Eagle detaches her boats after a convoy.

On the 16th of September, in the evening, the british 74-gun ship Eagle, captain Charles Rowley, having anchored off Cape Maistro near Ancona, the latter despatched lieutenant Augustus Cannon, with the three barges, to intercept the enemy's coasting trade. On the morning of the 17th lieutenant Cannon perceived a convoy of 23 sail, protected by two gun-boats, standing towards Goro. As the barges intrepidly advanced, the convoy, each vessel of which was armed with a 6 or an 8 pounder, drew up in line of battle, under cover of a 4-gun battery and the beach lined with armed people, having also the two gun-boats advanced in front.

British capture and destroy the whole along with two gun-boats.

The British, in the most gallant manner, and notwithstanding that their boats, owing to the shallowness of the channel, grounded frequently in their advance, attacked and carried the largest gun-boat; and then, turning her guns upon the second gun-boat, captured her and all the convoy but two, which effected their escape. Not being able to man all his prizes, lieutenant Thomas Colson Festing, who had

succeeded to the command in consequence of lieutenant Cannon having been mortally wounded, burnt six and brought out the remaining 17, including the two gun-boats. Besides lieutenant Cannon mortally wounded, and who died on the 22d, there was one seaman killed, another mortally, and three slightly wounded. Lieutenant Festing, it appears, still holds the same rank that he did, when he succeeded to the command in this successful and truly gallant exploit. 1812. Feb.

On the 2d of February, as the british 12-pounder 32-gun frigate Southampton, captain sir James Lucas Yeo, was lying in the harbour of Port-au-Prince, the capital of Petion's dominions in the island of Saint-Domingo, intelligence arrived, that a large frigate, a corvette, and a brig of war, belonging neither to Petion, nor to his rival chief Christophe, but to a third party, formed out of revolters from both, were cruising on the south side of the adjacent island of Guanaboa. Although bound by his instructions to respect the flags of Petion and Christophe, sir James had received no orders to acknowledge any other haytian flag; he considered also that, if the squadron was allowed to quit the bight of Leogane, the commanding officer would be less scrupulous about the national character, than about the lading, of the merchant vessels he might fall in with; in short, that M. Gaspard, well known as an experienced privateer's man, might feel it to be his interest to turn pirate. Sir James Lucas Yeo resolves to detain a haytian frigate.

Those, who communicated the information respecting this frigate, pointed out, in reference to the Southampton, her superior force, particularly in men, of whom the number was stated to be upwards of 600. Far from deterring such a man as sir James Lucas Yeo, all this stimulated him the more to execute a service which, hazardous as it might be, a sense of duty taught him was necessary; and accordingly, in the night, the Southampton weighed her anchor, and Southampton proceeds from Port-au-Prince in quest of Amethyste.

1812. Feb. proceeded in quest of this formidable frigate and her two consorts.

Forces of the two frigates. Some account of the force of the two frigates may here be introduced. The Southampton was at this time the most ancient cruiser belonging to the british navy, having been built since the year 1757.* The Améthyste was the late french frigate Félicité, captured in June, 1809, when armed en flûte, by the british frigate Latona.† She was deemed unfit for the british navy, and was sold, as already stated, to an agent of Christophe's: to whose little navy she was afterwards attached. Treachery, or something of the kind, subsequently removed her into the possession of M. Borgellat; who had assumed the command of the department of the south in Saint-Domingo, upon the death of the revolter Rigaud. The frigate's name was then changed from Améthyste to Heureuse-Réunion; but, in all the accounts respecting her, she is called Améthyste. The Southampton mounted 38 guns, including ten 24-pounder carronades and two sixes; and the Améthyste, 44 guns, consisting of 18 long french 12, and eight long 18, pounders on the main deck, and four long 12-pounders and 14 carronades, 24-pounders, on the quarterdeck and forecastle.

Sir James hails the frigate. On the 3d, at 6 A. M., having arrived off the south side of Guanaboa, the Southampton fell in with the Améthyste, the corvette, and the brig. On hailing the Améthyste, sir James was answered, "From Aux-Cayes." He then sent on board, to request the captain of the frigate to wait upon him with his papers. Captain Gaspard declined doing this; but sent his first lieutenant, with a paper, purporting to be an order to cruise, and signed, "Borgellat, general in chief of the south of Hayti." Knowing of no authority that this M. Borgellat had to send armed vessels to sea, sir James replied, that he felt it to

* See vol. i. p. 41. † See vol. v. p. 241.

be his duty to conduct the frigate and the two vessels in her company to Port-Royal, Jamaica, that the british commander in chief on the station might determine upon the validity of M. Borgellat's claim; and he gave the captain of the Améthyste five minutes to consider the message. A lieutenant of the Southampton accompanied the lieutenant of the Améthyste back to his ship, in order to wait the time; but, before three minutes had elapsed, captain Gaspard acquainted the former, that he would rather sink than comply with the demand: he requested, however, that, if the british captain really meant to enforce his demand, he would fire a gun ahead of the frigate. 1812. Feb. Haytian captain refuses to accompany Southampton to Port-Royal.

As the boat of the Southampton pulled round her stern towards the opposite gangway, the unsuccesful result of the mission was communicated. Off went the bow gun; and in another instant, then just 6 h. 30 m. A. M., the second and remaining guns upon the Southampton's broadside followed in rapid succession. The fire was returned; the action proceeded; and, aware of what was the chief arm of her strength, the Améthyste made several efforts to board; but the Southampton, by her superiority in manœuvring, frustrated every attempt. It had always been an essential point in sir James Yeo's system of discipline, to practise his men at gunnery; and they now gave unequivocal proofs of the proficiency to which they had attained. Before the cannonade had lasted half an hour, the main and mizen masts of the Améthyste had fallen; and her hull soon became riddled from stem to stern. Still the desperate crew continued a feeble and irregular fire. The two consorts of the Améthyste, in the mean time, had made sail, and were running for shelter under the batteries of Maraguana. At 7 h. 45 m. A. M., desirous to put an end to what now could hardly be called a contest, sir James Yeo hailed to know if the Améthyste, whose colours had long been shot away, had surrendered. Some one on board replied in the affirmative; and Southampton attacks and captures her.

1812. the Southampton ceased her fire. Scarcely had she done so, ere the foremast and bowsprit of the Améthyste went by the board.

Losses each side.

A proof of the inexperience of the crew of the latter, and of the confusion into which they had been thrown by the smart and destructive fire of their antagonist, may be seen in the Southampton's loss; which, out of a crew of 212 men and boys, amounted to only one seaman killed, and a midshipman and nine seamen and marines wounded. On the other hand, the Améthyste, out of a crew of 700 men, (Frenchmen, Americans, Haytians, a motley group of almost every nation,) had 105 killed and 120 wounded, including among the latter her captain, M. Gaspard. The whole of the surviving crew, except about 20 men, were landed at Maraguana, Petite-Goäve, and Port-au-Prince; and the frigate, under jury-masts, fitted to her while she lay in Port-au-Prince, proceeded, in company with the Southampton, to Port-Royal, Jamaica. On a subsequent day the Améthyste was restored to Christophe; and the conduct of sir James Yeo, in all he had done, was approved by his commander in chief.

America the carrier of France and Holland.

When the belligerents of Europe, opposed to England, had their commerce swept from the ocean by the armed ships of the latter; when there was every probability that Buonaparte would soon be compelled to curb his ambitious temper and restore to Europe the blessings of peace, neutral America stepped forward, and hired herself to be the carrier between the colony and the parent-state. The consequence in a little time was, that, although not a single merchant vessel belonging to France or to Holland crossed the Atlantic or doubled the Cape of Good Hope, the products of the western and the eastern world sold cheaper in their markets than they did in those of England, who sent her ships wheresoever she pleased. Thus relieved, France pushed on the war with vigour, and neutral America prospered by fanning the flames. This moral and religious people

actually grew rich and great, commercially great at least, out of that which depopulated Europe, which robbed the wife of her husband, and the child of its father. 1812.

Every citizen of every town in the United-States, to which a creek leads that can float a canoe, becomes henceforward a "merchant;" and the grower of wheat or tobacco sends his son to the counting-house, that he may be initiated in the profitable art of falsifying ships' papers and covering belligerent property. Here the young American learns to bolt custom-house oaths by the dozen, and to condemn a lie, only when clumsily told, or when timorously or inadequately applied. After a few years of probation, he is sent on board a vessel as mate or supercargo; and, in due time, besides fabricating fraudulent papers and swearing to their genuineness, he learns (using a homely phrase) to humbug british officers, and to decoy, and make american citizens of, british seamen. The merchant's hope of gain, in these trips to and from the port of one belligerent, resting mainly on a quick passage and a careful avoidance of the cruisers belonging to the other, the american vessel is constructed and fitted in the best manner for sailing; and, having no convoying ship of war to show him the way, the american master becomes, of necessity, a practical navigator of the first order. Demoralizing effects of the carrying trade.

When England, at length, began her attempts to check this intercourse between her enemy and neutral America, neutral America grumbled, and, resorting to new subterfuges, went on. Other restrictions followed. Then came loud complaints, mixed with threats. Napoléon, next, began to feel the effects of England's restrictive system. Her proclamation, issued on the 16th of May, 1806, declaring the ports of France from the Elbe to Brest in a state of blockade, provoked the french emperor, on the 21st of the succeeding November, to fulminate from Berlin his sweeping decree; declaring the british islands in a state of blockade; ordering all british letters, subjects, and property to be seized; pro- England tries to check intercourse between America and France. Buonaparte issues his Berlin decree.

1812. lubiting all trade in british produce and manufactures; and pronouncing all neutral vessels, that had touched in England or in any of her colonies, liable to confiscation.

British orders in council

This was, at once, an extinguisher upon all neutral nations: it was tantamount to a declaration of war against neutral America; but neutral America blamed, not her dear France, but England. There can be no doubt that, in retaliation for such a violation of all public law, England would have been justified in laying waste the french coast with fire and sword; but she contented herself with issuing, on the 7th of January, 1807, an order in council, directing that no vessel should be permitted to trade from one port to another, in the possession of France or her allies. Finding that this order did not produce the expected effect, England, on the 11th of November in the same year, issued another; in which, imitating France in her extravagant tone, she declared all the ports of her enemies, both in Europe and the colonies, in a state of blockade. This was followed by the Milan decree of December 17, 1807; by which every vessel that should have submitted to be searched by an english ship, or paid any tax to the english government, was declared to be denationalized, and to have become british property, and therefore lawful prize; and every ship sailing from England or her colonies, or from any country occupied by her troops, was also to be made lawful prize; but, says the arch framer, "these measures shall cease to have any effect, with respect to all nations, who shall have the firmness to compel the english government to respect their flag."

Buonaparte's Milan decree.

America resolves to go to war with England.

The object of this proviso was too palpable to be misunderstood. Accordingly, after a few years of growling and snarling; when, owing to the vigour of the british arms by sea and land, not a colony remained to France or her allies in either hemisphere; when, the neutral trade being extinct, american ships were rotting at their moorings, and the untrodden wharfs of New-York and Philadelphia,

becoming choked with grass and weeds, America boldly cast off her neutral disguise, and resolved, in the language of the noble race she had displaced, to "take up the hatchet" and go to war. With whom, was the next point to be considered. This, like every thing else in the United States, was to be settled by a calculation of profit and loss. France had numerous allies; England scarcely any. France had no contiguous territory; England had the Canadas ready to be marched into at a moment's notice. France had no commerce; England had richly-laden merchantmen traversing every sea. England, therefore, it was, against whom the deadly blows of America were to be levelled. 1812. April.

On the 14th of April, at a secret sitting of congress, an act passed, laying an embargo on all ships and vessels of the United States, during the space of 90 days; for the purpose, no doubt, of lessening the number of vessels that would be at the mercy of England when war was formally declared. By the end of May most of the fastest sailing ships, brigs, and schooners in the american merchant service were fitted or fitting as privateers; and many lay ready to sail forth, the instant the tocsin of war should be sounded. They had not to wait long. The president's message to congress of the 1st of June was the preparative; and an act of congress, which passed on the 18th, declaring the "actual existence of war between the United Kingdom of Great Britain and Ireland and the United States of America," struck the blow. Declares war.

Although New-York is 240 miles from Washington, the american seat of government, commodore Rodgers received his instructions in sufficient time to get under way from the harbour of the first-named city on the morning of the 21st, with the President and United-States frigates, the latter commanded by commodore Stephen Decatur, the 18-poumder 36-gun frigate Congress, captain John Commodore Rodgers sails from New-York.

1812. June. Smith, 18-gun ship-sloop Hornet, captain James Lawrence, and 16-gun brig-sloop Argus, captain Arthur Sinclair; and, by evening, the american squadron was clear of Sandy-Hook lighthouse.

Proceeds in search of Jamaica fleet. The first object of commodore Rodgers was to get possession of a fleet of about 100 sail of homeward-bound Jamaica-men, known to be not far from the coast, under the protection of so comparatively small a force as the british 18-pounder 36-gun frigate Thalia, captain James G. Vashon, and 18-gun brig-sloop Reindeer, captain William Manners. This fleet had sailed from Negril bay, Jamaica, on the 20th of May, under the additional convoy, as far as Cape Antonio, of the 64-gun ship Polyphemus, captain Cornelius Quinton, and had passed Havana on the 4th of June. On the 23d, at 3 A. M., the commodore spoke an american brig, bound from Madeira to New-York, and was informed by her that, four days before, in latitude 36°, longitude 67°, she had passed the Jamaica fleet, steering to the eastward. In that direction the american commodore immediately steered.

Falls in with Belvidera. At 6 A. M., Nantucket shoal bearing north-east distant 35 miles, and the wind blowing moderately from the west-north-west, a large sail was descried in the north-east, standing directly for the american squadron. This was the british 18-pounder 36-gun frigate Belvidera, captain Richard Byron; who, until her discovery, a few minutes before, of the strangers approaching her, had been lying to, waiting to intercept the french privateer-schooner Marengo, hourly expected from New-London. At 6 h. 30 m., just as the Belvidera, having arrived within six miles, had made out the three largest ships to be frigates, they and the sloops, by signal from the commodore, hauled to the wind on the starboard tack in chase. The british frigate immediately tacked from the strangers; and at 8 h. 15 m. A. M., finding the private signal not answered, captain Byron made all sail,

keeping away to about north-east by east. At 11 A. M. the wind began to decrease and draw more to the westward. At 11 h. 30 m. the Belvidera hoisted her colours; and immediately afterwards the american squadron did the same, the two commodores also displaying their broad pendants. 1812. June.

Having now ascertained that the squadron approaching belonged to a "friendly power," captain Byron would probably have shortened sail, to allow the american van-ship to close; but a New-York pilot-boat had a few days before spoken the Belvidera, and informed her of what was likely to happen. Coupling this with the persevering efforts of the american commodore in the chase, captain Byron no longer doubted the hostility of his intentions. The Belvidera, as a matter of course, had cleared for action and loaded her guns, and had shifted to her stern ports two long 18-pounders on the main deck and two 32-pounder carronades on the quarterdeck; but, although the cartridges of the guns were pricked, the priming was not laid on. This was done, by captain Byron's express orders, to prevent the possibility of any such charge being brought against the Belvidera, as had been made so much of in the case of the Little-Belt. Belvidera makes sail to escape.

The wind, which since 2 P. M. had veered to west-south-west, and was therefore nearly aft in the course the ships were steering, (about north-east,) began gradually to fall. This of course favoured the ships astern; and at 4 h. 20 m. P.M., being the van-ship of her squadron and distant about 600 yards astern, or rather, about half a point on the larboard and weather quarter, of the Belvidera, the President opened a fire from her bow guns. The first three shot all took effect in the british ship's hull: one struck the rudder-coat, and the others entered the counter and transom, but hurt no one, the men being above at quarters. A fourth shot struck the muzzle of the larboard chase 18-pounder, and, breaking into several pieces, killed one seaman, wounded mortally another, severely President opens upon her a destructive fire.

1812. June. two others, and slightly a lieutenant, (William Henry Bruce,) in the act of pointing the gun, and two seamen standing near him. In five minutes after the President had commenced her fire, the Belvidera returned it from her stern-chasers. At 4 h. 30 m. P. M. one of the President's 18-pounders burst: by which accident 16 persons were killed and wounded, including among the latter the commodore himself severely in the leg; and the main and forecastle decks near the gun were so much shattered, as to prevent the use, for a considerable time, of a chase-gun on that side.

One of her guns bursts and wounds commodore Rodgers.

President fires a broadside.

After having, owing to the accident, suspended firing for 10 minutes, the President put her helm a-starboard and discharged her starboard maindeck guns; the shot from which (all single) did considerble injury to the rigging and sails of the Belvidera, but scarcely touched her hull. The most serious accident, which now befell the Belvidera, was the frequent breaking of the long-bolts, breeching-hooks, and breechings, of the long guns and carronades; by a blow from one of which latter, captain Byron received a severe contusion in the inside of his thigh, a little above the knee. Nothing, however, could exceed the alacrity of the crew, as well in refixing and securing the guns, as in splicing and knotting the damaged rigging. In the mean while the captain and his senior lieutenant, John Sykes, personally superintended the pointing of the quarterdeck chase-carronades; while the 18-pounders in the cabin were equally well served under the direction of lieutenants Bruce and the honourable George Pryce Campbell. This was a duty of some importance, as it was upon the nicety of the aim that their hopes of escape in a great degree rested.

Fires a second broadside.

At 5 P. M., being much annoyed by the steady stern-fire of the british frigate, the President again put her helm a-starboard, and fired her maindeck guns, at the distance, now, of rather less than 400 yards: she then renewed her course in the

Belvidera's wake, receiving, as before, an animated fire from the latter's stern-chasers. Notwithstanding that the Belvidera had by this time had several of her backstays, main shrouds, and studding-sail halliards shot away, and her cross-jack yard badly wounded, the crew, under the direction of Mr. James Kerr, the master, repaired the one and fished the other; so that the ship had lost very little of her advantage in the chase. 1812. June.

At 6 h. 20. m. P. M. the President again endeavoured to free herself from the galling stern-fire of her persevering opponent, (who, from her two cabin 18-pounders, fired upwards of 300 round shot,) by luffing up athwart the Belvidera's stern and discharging two broadsides; neither of which, however, produced much effect. About this time the Belvidera gave a broad yaw to starboard, with the intention of firing her broadside; but, the President quickly answering her helm, no guns would bear with effect, and none were discharged. Yet commodore Rodgers, in his journal declares, that the Belvidera's "four aftermost guns were fired, without bearing within 25 or 30 degrees of the President." Fires two more.

Finding that the President was now getting so near, that she had it at her option to run alongside and bring on a close action, the Belvidera, at 6 h. 25 m. P. M., cut away one bower, one stream, and two sheet anchors; and, in five minutes more, the latter got so far ahead of the President, owing chiefly to the latter yawing about instead of steering a direct course, that the american frigate ceased her fire. This apparently shy conduct on the part of the President, coupled with the damaged state of her rigging and sails, enabled the Congress to get abreast of her; and at 6 h. 30 m. P. M. that frigate opened her fire, but, finding her shot fall short, almost immediately desisted. In the mean time the Belvidera, for the same reason, had ceased her fire; and, to get clear of this second opponent, started 14 tons of water, and threw overboard her yawl, barge, gig, and jollyboat. The good effect of Belvidera cuts away her anchors, &c. Congress opens an ineffective fire.

1812. June. this was soon visible; and the british crew now devoted their principal attention to fishing their ship's main topmast, which was badly wounded. By 8 P. M. the Belvidera was two miles ahead of the american van-ship. At 11 P. M. captain Byron altered his course from north-east to east-south-east, and set his starboard studding-sails. At 11 h. 25 m. P. M. the President, who was still the leading frigate of her squadron, and now about three miles astern of the Belvidera, shortened sail, and at midnight lay to, in company with the Congress, to await the coming up of her remaining friends.

American commodore gives up the chase.

Force of Belvidera and Congress.

The force of the President has already been fully described. The Belvidera measured 946 tons, and was armed precisely according to the establishment of her class, with 42 guns, including 14 carronades, 32-pounders, and two long nines. The Congress was a remarkably fine ship, about the size of the british frigate Cambrian, or from 1150 to 1170 tons; and carried the same armament as the Chesapeake when she was attacked by the Leopard,* with four 32-pounder carronades in addition, making 50 guns in all. Some accounts give the Congress 52 guns. Her complement was 440, with scarcely a boy among them.

Loss on each side.

The principal damages of both ships have already been stated. The Belvidera's loss, besides that sustained at the commencement of the attack, amounted, out of 230 men and boys of her complement, to 17 wounded; making her total loss two killed and 22 wounded, the greater part slightly. According to the american official account, the President lost, altogether, two midshipmen and one marine killed, the commodore, one lieutenant, one lieutenant of marines, three midshipmen, and 12 seamen wounded, one mortally, and several severely; making her total loss in killed and wounded 22, of which number six had suffered by the Belvidera's fire. This was paying rather dear for the day's

* See vol. iv. p. 480.

amusement; but the 15 hours' dance, which the Belvidera had led the commodore, did him more injury than her guns or his own: it lost him the Jamaica fleet, by carrying his squadron too far to the northward. At daylight on the 23d, when the commodore began chasing the Belvidera, the american squadron was in latitude 39° 26′ north, longitude 71° 10′ west; and at noon on that day the Jamaica fleet was in latitude 39° 35′, longitude 61° 38′. 1812. July.

Having repaired the most material of her damages, the Belvidera steered towards Halifax, and on the 27th anchored in the harbour, in company with two or three american merchant vessels, which, on receiving so unequivocal a proof that war had been declared by the United States, captain Byron had ventured to detain; but all of which rear-admiral Sawyer restored, considering that the affair, after all, might have originated in some mistake of the american commodore's. On the evening of the same day on which the Belvidera anchored in Halifax, the Mackerel schooner was despatched to England with the intelligence, and arrived at Portsmouth on the 25th of July. Belvidera arrives at Halifax.

It took the President a full day to repair her damages. That done, the american squadron proceeded in quest of the Jamaica fleet. On the 1st of July, a little to the eastward of the bank of Newfoundland, the squadron fell in with a fleet, not of ships, but of cocoa-nut-shells, orange-peels, &c.;* and the commodore and his officers promised themselves a West-India dessert to their next day's dinner. They longed in vain; and, after being thus tantalized from the 1st to the 13th, they steered for Madeira, and thence for the Azores. To increase the misfortunes of the cruise, the scurvy broke out among the men, and conferred additional value upon the limes, that were known to be in such profusion on board the Jamaica ships. The squadron captured six or seven small merchantmen, and recaptured Commodore Rodgers cruises to little purpose and arrives at Boston.

* Official letter of commodore Rodgers.

1812. Aug. one american vessel; but, although he chased the british 38-gun frigate Statira, captain Hassard Stackpoole, for several hours, commodore Rodgers returned to Boston without one national trophy to signalize his maiden cruise. He arrived there on the 29th of August; just six days after the Thalia, having brought home her charge in safety, had anchored in the Downs.

Important result of the protracted chase of the Belvidera.

One of the two great blows against England, the subjugation of the Canadas and the capture of a West-India fleet of more than 100 sail, contemplated by Mr. Madison, was thus warded off; and to the judgment and promptitude of captain Byron on his first falling in with the american squadron, to the skill of the Belvidera's officers and crew in pointing their guns and working their ship, and to their bravery and perseverance in defending her during a long and arduous chase, while engaged with a force so greatly superior, is the nation indebted for the little mischief done to british commerce by a formidable american squadron, possessing the singular advantage of having its hostile intentions unknown.

Conduct of commodore Rodgers.

Had the President, when she fell in with the Belvidera, been cruising alone, we can readily imagine, judging from what took place in the Little-Belt's case, that commodore Rodgers would have magnified the british frigate into a line-of-battle ship, and have done his utmost to avoid her; but we are quite at a loss, we confess, to account for the commodore's irresolution in not closing with the Belvidera, when he had a squadron of friends close at his heels. It was that irresolution which produced those many yawings and traverses in the President's course; and it was those yawings and traverses that, coupled with the masterly manner in which the Belvidera was handled, saved her from being captured. Meaning, some have thought, to compliment, others to *quiz*, his political opponent, the democratic commodore, captain Isaac Hull of the Constitution, a stanch federalist, says to the secretary of the

american navy; "I am confident, could the commodore have got alongside the Belvidera, she would have been his in less than *one hour*." 1812.

A contemporary informs us, that lieutenant Sykes "was promoted to the rank of commander, as a compliment, not only to his captain and himself, but to the officers and ship's crew, which certainly would not have been done, had there been any want of discipline observable in the ship."* With respect to the Belvidera's first lieutenant, captain Brenton has been misinformed. Lieutenant Sykes was not made a commander until the 2d of November, 1814; and, as he had then been a lieutenant more than 19 years, he was entitled to the promotion upwards of two years before, even had he not distinguished himself in the Belvidera, and been recommended to the admiralty by her captain as "an excellent officer." Our contemporary's mysterious allusion about "want of discipline," we do not understand. Capt. Brenton's account.

It was intended that the frigate Essex lying at New-York should form part of the squadron of commodore Rodgers, but she could not be got ready in time. The Essex was the smallest frigate belonging to the United States, measuring only 867 tons. Her armament consisted almost wholly of 32-pounder carronades: she mounted 24, with two long 12-pounders, on the main deck, and 16, with four long 12-pounders, on the quarterdeck and forecastle; total 46 guns. The rate of the Essex in the american navy-list was of "32 guns;" and her complement, as subsequently acknowledged by captain David Porter, who so long commanded her, was 328 men. The usual addition of, "and boys," as applied to the crew of an american ship, would convey a very erroneous impression; therefore we do not use it. But, to those acquainted with the usual composition of the crews of british ships of war, it will appear the most extraordinary circum- Guns and men carried by the Essex.

* Brenton, vol. v. p. 47.

1812. stance, that, out of those 328 men, captain Porter himself should have declared, (and for which the american government must have been not a little displeased,) in his famous "Journal of a Cruise," there were but 11 landsmen. This is a most important fact, and deserves to be held in remembrance by all who desire to judge fairly in those encounters between british and american ships, of which we shall soon have to give some account.

Case of John Erving, a british seaman on board the Essex.

Having the authority of a respectable eye-witness, for the accuracy of as much of the following account as relates to the proceedings on shore, we feel bound to give it insertion; if but to show the importance that was attached to the retention of british seamen on board the american ships of war, as well as the barbarous means to which an american officer could resort, to punish a native of England for refusing to become a traitor to his country. A New-York newspaper, of June 27, 1812, contains the following as the substance of the formal deposition of the victim of captain Porter's unmanly treatment. "The deposition states, that John Erving was born in Newcastle-upon-Tyne, England; that he has resided within the United States since 1800, and has never been naturalized; that, on the 14th of October, 1811, he entered on board the Essex, and joined her at Norfolk; that captain Porter, on the 25th of June, 1812, caused all hands to be piped on deck, to take the oath of allegiance to the United States, and gave them to understand, that any man who did not choose to do so should be discharged; that, when deponent heard his name called, he told the captain, that being a british subject he must refuse taking the oath; on which the captain spoke to the petty-officers, and told them they must pass sentence upon him; that they then put him into the petty launch, which lay alongside the frigate, and there poured a bucket of tar over him, and then laid on a quantity of feathers, having first stripped him naked from the waist; that they then rowed him ashore, stern foremost, and landed him. That he

wandered about, from street to street, in this condition, until Mr. Ford took him into his shop, to save him from the crowd then beginning to gather; that he staid there until the police magistrate took him away, and put him in the city prison for protection, where he was cleansed and clothed. None of the citizens molested or insulted him. He says he had a protection, which he bought of a man in Salem, of the same name and description with himself, for four shillings and sixpence, which he got renewed at the custom-house, Norfolk. He says he gave, as an additional reason to the captain, why he did not choose to fight against his country, that, if he should be taken prisoner, he would certainly be hung." 1812.

This, having been copied into other papers, met the eye of captain sir James Lucas Yeo, of the 12-pounder 32-gun frigate Southampton, then attached to the Jamaica station. Persons, acquainted with that officer, can judge of his feelings upon reading an account of the ill-treatment of a british sailor. Some expression, marking his abhorrence of the act and his contempt for the author, did very likely escape sir James; and that, in the hearing of one or more of the american prisoners then on board the Southampton. Through this channel, which was none of the purest, the words probably became what they appeared in a Philadelphia newspaper, the "Democratic Press," of the 18th of September, 1812, a sort of challenge, couched in vulgar terms, from the Southampton to the Essex. It has been thought that Mr. Binns himself was at the bottom of it, to give his friend (but not countryman) captain Porter an opportunity of blustering himself into more creditable notice, than the affair of John Erving was calculated to gain for him. At all events, a formal acceptance, by captain Porter, of the alleged challenge, went the round of the american newspapers.

Indignation of sir James Yeo on reading the account.

Alleged challenge from him to captain Porter.

Although, according to the best of our inquiries on the subject, no such message was sent by sir James Yeo, the Southampton cruised, for several weeks,

1812. July. South-ampton cruises in search of Essex.

along the southern coast of the United States, in the hope of falling in with the Essex, the nature of whose armament sir James fully knew. The Southampton had 212 men and boys, and, in reference to the quality of her crew, was well manned. All that her captain and his officers wanted was the weather-gage, to enable the Southampton to choose her distance, and bring her long 12s into fair competition with her opponents short 32s; or else to afford the british seamen an opportunity of getting on board the american ship early in the action, and of deciding the contest by their favourite mode, a hand-to-hand struggle.

Essex captures a transport from a convoy under the protection of the Minerva frigate.

It was on the 3d of July that the Essex sailed from New-York. On the 11th, at 2 A. M., in latitude, by her reckoning, 33°, longitude 66°, the Essex fell in with a small convoy of seven british transports, going from Barbadoes to Quebec, under the protection of the british 12-pounder 32-gun frigate Minerva, (same force as Southampton,) captain Richard Hawkins, and succeeded in cutting off the rearmost vessel, a brig, No. 299, having on board 197 soldiers. At 4 A. M., observing a strange ship very close to one of the brigs of her convoy, the Minerva wore to reconnoitre the intruder. Finding, however, after a while, that, by continuing in chase of the american frigate and her newly-made prize, he would run the risk of losing the remaining six vessels of his convoy, captain Hawkins left the brig (captured, by the Minerva's reckoning, in latitude 34° 3′ north, longitude 66° 39′ west) in the quiet possession of the Essex, and resumed his course towards Quebec.

Remarking of captain Porter on the subject

Captain Porter was discreet, as well as shrewd, enough to chuckle at this; and, disarming and paroling the soldiers, and ransoming the vessel, he allowed the latter to proceed with the intelligence of the outrage she had suffered. He of course obtained from his prize the name of the convoying frigate, whose protection was of so much use to her, and by the first opportunity wrote home an account of his exploit; concluding with the, as applied to a british

ship, most galling words: "We endeavoured to bring the frigate to action, but did not succeed!" This letter appeared in several english, as well as american newspapers; but we can find no explanation of the circumstance out of which it originated. Had captain Porter really "endeavoured" to bring the Minerva to action, we do not see what could have prevented the Essex, with her decided superiority of sailing, from getting alongside of her. But no such thought, we are sure, entered the head of captain Porter. This will be clear to all, as we proceed in our analysis of that gentleman's claim, or claims rather, for they are numerous, to wear the laurel. 1812. Aug.

On the 13th of August, but in what spot off the american coast nowhere appears, the Essex fell in with the british 16-gun ship-sloop Alert, captain Thomas Lamb Poulden Laugharne. The ship, thus raised to the dignity of a sloop of war, had, eight years before, carried coals from Newcastle to London. In the year 1804 twelve of these craft were purchased for men of war; and the Oxford collier became the Alert sloop, fitted with 18-pounder carronades, the highest caliber she would bear. Had she been a little smaller, and rigged with two masts instead of three, the Alert would have been a gun-brig; but her unfortunate mizenmast exalted her above scores of vessels, any one of whom, among the two classes next below her in our abstracts, except perhaps the Alacrity, would have gloried in having such a ship to contend with: nay, some of the Alacrity's fine class would not have declined a combat with two such opponents. By the end of the year 1811, ten of these choice men of war had either been broken up, or converted to peaceable harbour-ships. But there were two that yet remained; and, as if it was supposed that they in reality possessed the qualities of which their names were significant, the Avenger and Alert sailed for the station of North America, Essex falls in with Alert sloop of war.

1812. Aug. the very month before the United States declared war against Great Britain.

Engages and captures her. When the american frigate Essex, as we have stated, fell in with the Alert, the latter was in search of the Hornet; such another sloop of war as the Little-Belt or Boune-Citoyenne, and who of course would, or at least ought to, have captured both the Alert and Avenger, had she encountered them together. Either mistaking the Essex for what she was not, or aiming at a still higher flight than the Hornet, the Alert bore down upon the former's weather quarter, and opened her puny fire. In a quarter of an hour, the ci-devant collier had seven feet water in her hold, three of her men wounded, and her colours down, and had neither hurt a man, nor done any other injury, on board the Essex.

Gallantry of capt. Laugharne not properly seconded The conspicuous gallantry of captain Laugharne entitled him to a better ship than the Alert, a better first lieutenant than Andrew Duncan, who gave him no support, and a better crew than his officers and men, who, except Johanson Clering the master, and William Haggarty the purser, went aft to request their captain to strike the colours. Captain Porter disarmed his fine prize, and sent her with the prisoners, 86 in number, as a cartel, to St.-John's, Newfoundland; where, on the 8th of October, captain Laugharne and his officers and men were tried for the loss of their ship.

Court-martial on the officers &c. The captain, master, and purser were most honourably acquitted; the first lieutenant was dismissed the service; and the remaining officers and crew obtained, along with their acquittal, the marked disapprobation of the court.

Alert made a block-ship. On her return to a port in the United States, being found unfit for a cruiser, the Alert, after the lapse of some months, was fitted as a store-ship. The moment, however, that her sails were unfurled, her creeping, collier-like pace betrayed her origin, and sent back the Alert to New-York, to grace the harbour as a block-ship, and to be pointed out

to the citizens as one of the national trophies of the war. 1812. Aug.

As captain Porter was a great favourite at the city of Washington, Mr. Clark, who was patronised by all the great men there, could do no less than insert in his book any little tale which the former might wish to see recorded in the naval history of his country. "On the 30th of August," says one of those tales, "the Essex being in latitude 36° north, longitude 62° west, a british frigate was discovered standing towards her, under a press of sail. Porter stood for her under easy sail, with his ship prepared for action; and, apprehensive that she might not find the Essex during the night, he hoisted a light. At 9, the british vessel made a signal: it consisted of two flashes and a blue light. She was then, apparently, about four miles distant. Porter stood for the point where she was seen until midnight, when, perceiving nothing of her, he concluded it would be best to heave to for her until morning, concluding she had done the same; but, to his great surprise, and the mortification of his officers and crew, she was no longer in sight. Captain Porter thought it to be not unlikely, that this vessel was the Acasta, of 50 guns, sent out, accompanied by the Ringdove, of 22, to cruise for the Essex."*

Essex falls in with a british ship of war, that avoids her.

It did not perhaps occur to Mr. Clark, that ships usually carry log-books, in which are entered every day's proceedings, with the latitude, longitude, &c.: and that these can be referred to, in case the false assertions of any historian, or paragraph-writer, or american captain, may be worth the trouble of disproving. Considering what a formidable man captain Porter was, nothing less than the Acasta, "of 50 guns," and Ringdove, "of 22," could be sent out to cruise for the Essex. Unfortunately for the fame of the captain of the Essex, on the 30th of August, 1812, the day mentioned, the Acasta was cruising in the

Capt. Porter's modest mistake on the subject

* Clark's Naval History of the United States, vol. i. p. 180.

1812. Sept. latitude of 43° north, longitude 65° 16′ west; and the Ringdove, whose force, by the by, was only 18 guns, was lying at an anchor in a harbour of the island of St.-Thomas. It was certainly very modest of captain Porter, to "think it not unlikely," that one of the finest 18-pounder frigates in the british navy, accompanied too by a sloop of war, would be sent out to "cruise for the Essex." The fact is, the ship, which captain Porter fell in with, was the 18-gun sloop Rattler, captain Alexander Gordon; and who, we believe, not considering himself a match for the american frigate, rather avoided than sought an engagement with her.

Essex falls in with the Shannon.

On the 4th of September, at noon, in latitude 39° 11′ north, longitude 70° 22′, the Essex, then having under her convoy the american merchant ship Minerva, fell in with "two ships of war" to the southward and westward. These two "ships of war," as captain Porter declared them to be,* were the british 38-gun frigate Shannon, captain Philip Bowes Vere Broke, and the merchant ship Planter, which she had just recaptured from the Americans. The Shannon, as may be supposed, was soon under all sail in chase; but in a little time the wind, which had been blowing right aft, headed the ship flat aback. With the wind thus suddenly changed in her favour, the Essex, keeping the Minerva close astern of her, bore down, as if to bring the Shannon to action; but at 4 h. 30 m. P. M., just as she had got within about 10 miles of the british frigate, the Essex suddenly hauled up, and, after making some private signals, crowded sail to get away; leaving the poor merchant ship, whom she had thus led into danger, to shift for herself.

Is chased but escapes.

The Shannon continued chasing to-windward, under a press of canvass, until dark; when, losing sight of the Essex, the former tacked and seized the merchant ship. Captain Broke intended to burn

* Clark's Naval History of the United States, vol. i. p. 190.

the vessel directly, that the Essex might see the flames, and perhaps bear down to revenge the indignity offered to the american flag; but the night becoming dark and squally, captain Broke would not risk his boats in removing the crew. Consequently the Minerva, in ballast only, was not burnt until the following morning; and by that time the Essex had made so good a use of her sails, that she was no longer to be seen by the Shannon. This was the last exploit captain Porter performed in this his first cruise; and three days afterwards, namely, on the 7th of September, the Essex, "covered with glory," anchored in Delaware bay. 1812. July.

Colibri arrives at New-York, and takes away british ambassador.

On the 28th of June, which was the day after the Belvidera had arrived at Halifax with the account of the unexpected attack made upon her by an american squadron, vice-admiral Sawyer despatched the 18-gun brig-sloop Colibri, captain John Thompson, as a flag of truce to New-York, to obtain an explanation of the matter. On the 9th of July the Colibri anchored off Sandy-Hook, and on the 12th weighed and sailed on her return; having on board, besides a copy of the declaration of war, the british ambassador, Mr. Foster, and consul, colonel Barclay. On the day previous to the arrival of the Colibri at Sandy-Hook, the british 4-gun schooner Whiting, lieutenant Lewis Maxey, from Plymouth, with despatches for the american government, arrived in Hampton roads, ignorant of the war. As lieutenant Maxey was proceeding on shore in his boat, the american privateer-schooner Dash, captain Garroway, bound on a cruise, got possession of him, and then ran alongside the Whiting; and, having upwards of 80 men in crew, captured her, without opposition. The despatches had previously been sunk. The Whiting was only 75 tons, and mounted four carronades, 12-pounders, with a complement of 18 men and boys. Of these, a third were absent in the boat; and those in the schooner had not the least suspicion of being in an enemy's waters. The Dash mounted one heavy

Capture of Whiting in Hampton roads.

1812. July. long gun upon a pivot-carriage. This, and a suppression of the principal circumstances, enabled the american writers to state, with some degree of exultation, "The british schooner mounts four guns, the Dash only one." The Whiting was afterwards restored, but was captured on her way to England by the french privateer brig Diligent.

On the 17th the Colibri returned to Halifax; but, having in the mean time received positive intelligence that the United States had declared war, rear-admiral Sawyer had, since the 5th, despatched to cruise off the american coast, under the orders of captain Broke, all the effective ships which were then in the harbour, consisting of the Shannon and Belvidera, the 64-gun ship Africa, captain John Bastard, and the 18-pounder 32-gun frigate Æolus, captain lord James Townsend. On the 9th, in latitude 41°, longitude 66°, or nearly abreast of Nantucket island, the squadron was joined by the 38-gun frigate Guerrière, captain James Richard Dacres, then on her way to Halifax to refit.

Squadron sails from Halifax for the american coast.

Guerrière joins in an ineffective state.

When it is known, that the Guerrière had nearly expended, not only her water and provisions, but her boatswain's and carpenter's stores; that her gunner's stores were also deficient; that what remained of her powder, from damp and long keeping, was greatly reduced in strength; that her bowsprit was badly sprung, her mainmast, from having been struck by lightning, in a tottering state, and her hull, from age and length of service, scarcely seaworthy, no one will deny that this rencontre with a squadron, the commodore of which had orders to supply her with three months' provisions and take her under his command, was rather unfortunate: in fact, such was the state of general decay in which the Guerrière at this time was, that, had the frigate gone into Portsmouth or Plymouth, she would, in all probability, have been disarmed and broken up.

On the 14th, when arrived off Sandy-Hook, captain Broke received the first intelligence of the

squadron of commodore Rodgers having put to sea; and, as may be supposed, a sharp look-out began immediately to be kept by each of the british ships. On the 16th, at 3 P. M., when the british squadron was abreast of Barnegat, about four leagues off shore, a strange sail was seen, and immediately chased, in the south by east or windward quarter, standing to the north-east. This sail was the United States' 44-gun frigate Constitution, captain Isaac Hull, from Chesapeake bay since the 12th, bound to New-York. The chase continued throughout the afternoon and evening, in light winds; and at 10 P. M. the Guerrière, who since dusk had lost sight of her consorts to-leeward, found the Constitution standing towards her, making signals. These two frigates continued to near each other, and at 3 h. 30 m. A. M. on the 17th were only half a mile apart; when, observing on his lee beam two other frigates, the Belvidera and Æolus, and astern of them three more vessels, the Shannon, Africa, and a schooner, none of whom answered or appeared to understand his signals, captain Dacres concluded that they were the squadron of commodore Rodgers, and tacked. The consequence of this mistake was, that at daylight the Guerrière and Constitution were nearly two miles, instead of only half a mile, from each other.

1812. July. Capt. Dacres falls in with Constitution. Important mistake of Guerrière.

At daylight it was quite calm. The Constitution, while she steered, kept her head to the southward. At this time the Belvidera was about four miles on her lee quarter, or bearing about north-east by north; the Guerrière at some distance astern of the Belvidera; the Shannon upon the latter's weather quarter, or about west-north-west, distant two miles; and the Æolus at no great distance from the Shannon. The Africa was considerably astern of these two ships, and gradually losing ground in the chase. At 5 h. 30 m. A. M., the Constitution no longer steering, the boats were sent ahead to tow the ship's head to the southward. At the same time a 24-pounder was hoisted up from the main deck; and

Situation of the parties at daylight on the 17th.

Constitution begins towing.

1812. July. that and the forecastle 24-pounder were got aft to be used, along with the quarterdeck 24-pounder, as stern-chasers. The taffrail was then cut away, to give the three guns room, and two more 24-pounders were pointed through the stern ports on the main deck. At about 5 h. 45 m. the Belvidera and other british ships began towing with their boats. At 6 A. M. the Constitution got her head to the southward, and set topgallant studding-sails and staysails. At 7 A. M., having a few minutes before sounded in 26 fathoms, captain Hull, at the suggestion of lieutenant Charles Morris, first of the ship, got out a kedge, and began warping ahead. At 7 h. 30 m. the Constitution hoisted her colours, and fired one shot at the Belvidera.

Employs the novel mode of kedging.

British ships adopt the method.

At 9 A. M. a light air sprang up from the south-south-east, and the ships all trimmed sails on the larboard tack. The Belvidera gaining, the Constitution started a portion of her water, and threw overboard some of her booms. At 10 h. 30 m. the breeze freshened; but, in a few minutes, again subsided to nearly a calm. Observing the benefit that the Constitution had derived from warping, captain Byron did the same; "bending all his hawsers to one another, and working two kedge anchors at the same time, by paying the warp through one hawse-hole as it was run in through another opposite."* The effect of this was such, that the Belvidera, by 2 P. M., got near enough to exchange bow and stern chasers with the Constitution, but without effect on either side. At 3 P. M., a light breeze having sprung up, the Constitution rather gained, and the firing ceased. During the afternoon and night the chase continued, to the gradual advantage of the american frigate.

Constitution and Belvidera exchange shot.

Situation of ships at daylight on 18th.

On the 18th, at daylight, the Constitution bore from the Belvidera south-west distant four miles, and the Shannon bore from the latter north-east distant six miles. At 4 h. A. M. the Belvidera tacked to the eastward, with a light air from the south by east;

* Marshall, vol. ii. p. 627.

and at 4 h. 20 m. the Constitution did the same. At 9 A. M. an american merchant ship was seen bearing down towards the squadron: upon which the Belvidera, by way of a decoy, hoisted american colours. To counteract the effect of this ruse, the Constitution hoisted english colours, and the merchant vessel hauled off and escaped capture. At 4 P. M., owing to the permanency of the breeze, the Constitution was seven miles ahead, and at daylight on the 19th had attained double that distance. The british squadron persevered until about 8 h. 30 m. A. M.; then gave up the chase, and stood to the northward and eastward; latitude at noon the same day 38° north, and longitude 71° 20′ west.

1812. July.

Constitution escapes

On the 29th of July, in latitude 40° 44′, longitude 62° 41′, captain Broke fell in with the expected homeward-bound Jamaica fleet, consisting of about 60 sail, under convoy of the 38-gun frigate Thetis, captain William Henry Byam; and on the 6th of August, having escorted it over the banks of Newfoundland, to about latitude 43° 20′, longitude 50°, he stood back towards the american coast. On this or the following day the Guerrière parted company for Halifax, to obtain that refit which could now no longer be postponed. Indeed, the ship was in a far less effective state than when she had joined the squadron, having sent away in prizes her third lieutenant, (John Pullman,) second lieutenant of marines, three midshipmen, and 24 of her best seamen; thus leaving herself with only 250 men and 19 boys.

Capt. Broke escorts Jamaica fleet and detaches Guerrière to Halifax.

On the 19th of August, at 2 A. M., latitude, by her reckoning, 40° 20′ north, longitude 55° west, standing by the wind on the starboard tack under easy sail, with her head about west-south-west, the Guerrière discovered a sail on her weather beam. This was the Constitution; who, after her escape from the Guerrière and her consorts on the morning of the 19th of July, finding herself cut off from New-York, had proceeded to Boston; where she arrived on the 26th. On the 2d of August captain Hull

Guerrière falls in with Constitution.

1812. Aug. again set sail, and stood to the eastward, in the hope of falling in with the british 38-gun frigate Spartan, captain Edward Pelham Brenton, reported to be cruising in that direction. Having run along the coast as far as the bay of Fundy without discovering the object of her pursuit, the Constitution proceeded off Halifax and Cape Sable, and then steered to the eastward in the direction of Newfoundland. Passing close to the isle of Sable, the american frigate took a station off the gulf of St.-Lawrence, near Cape Race, for the purpose of intercepting vessels bound to or from Quebec and New-Brunswick. On the 15th captain Hull captured, and on account of their small value burnt, two merchant brigs and a bark; and on the 17th recaptured from the british ship-sloop Avenger, the american brig Adeline, on board of which he placed a prize-master and six or seven men, to take her to Boston. Having received intelligence, that the squadron which, by a display of so much skill and perseverance, the Constitution had already once evaded, was off the Grand Bank, captain Hull changed his cruising ground, and stood to the southward. On the 18th, at midnight, an american privateer gave information, that she had the day before seen a british ship of war to the southward. The Constitution immediately made sail in that direction; and, in the course of a few hours, captain Hull found he had not been misinformed.

Previous cruise of the Constitution.

Force of the Guerrière.

The Guerrière, when she arrived on the North-American station, was armed the same as the other frigates of her class, with 46 guns, including 16 carronades, 32-pounders, and two long nines on her quarterdeck and forecastle. Like most french ships, the Guerrière sailed very much by the head; and, to assist in giving her that trim, as well as to obviate the inconvenience of a round-house which intervened between the foremost and bridle ports on each side, and prevented the gun stationed at the former port from being shifted to the latter when required to be used in chase, two additional 18-pounders, asstanding

bow-chase guns, were taken on board at Halifax; thus giving the Guerrière 48 guns, including 30 long 18-pounders on the main deck. The mere fact, that, for any use they could be in either broadside, these bow guns might as well have been in the hold, is not the principal point cleared up by the explanation. Those who are aware, that no frigate in the british navy, except the Acasta and Lavinia, and none at all belonging to the french navy, mounts as her establishment 30 long 18-pounders on the main deck, would have a right to consider the Guerrière as a frigate of a superior class and description; and so, for that very reason, is she still generally considered, as well on this as on the opposite side of the Atlantic. We are surprised that neither of our contemporaries, both of whom have given proofs that the first edition of this work has been occasionally consulted by them, has thought it worth his while to point out so important a peculiarity in the Guerrière's armament.* 1812. Aug.

We have already, at some length, shown how particular the Americans were in manning their ships; and how easy, having so few ships to man, it was to supply them with picked crews. For many years previous to the war, America had been decoying the men from british ships, by every artful stratagem. No ship, that anchored in her waters, could send a boat on shore, without having the crew assailed by a recruiting party from some american frigate fitting in the vicinity. Many british seamen had also entered on board american merchant vessels; and the numerous non-intercourse and embargo bills, in existence at different periods during the four years preceding the war, threw many merchant sailors out of employment. So that the captains of the american frigates, when preparing for active warfare, had to pick their complements from a numerous body of seamen. Highly to the credit of the naval administration of the United States, the crews of their ships were taught the practical rules

Facility with which the Americans could man their ships.

* Brenton, vol. v. p. 52. Marshall, vol. ii. p. 974, note.

1812. Aug. of gunnery; and 10 shot, with the necessary powder, were allowed to be expended in play, to make one hit in earnest.

American marines. Very distinct from the american seamen, so called, were the american marines. They were chiefly made up of natives of the country; and a deserter from the British would here have been no acquisition. In the United States, every man may hunt or shoot among the wild animals of the forest. The young peasant, or back-woodman, carries a rifled-barrel gun, the moment he can lift one to his shoulder; and woe to the duck or deer that attempts to pass him, within fair range of his piece. To collect these expert marksmen, when of a proper age, officers were sent into the western parts of the Union; and, to embody and finish drilling them, a marine-barrack was established near Washington: from which dépôt the american ships were regularly supplied.

Remarks on the crews of british ships. With respect to a british ship of war, her case was widely different. Although the captain was eased of much of his trouble, by having, in proportion to the size and mounted force of his ship, a considerably smaller crew to collect, by having about one-twentieth part of that crew to form of boys and widows' men, or men of straw, and by being permitted to enter a large proportion of landsmen, a rating unknown on board an american ship of war; still was the small remainder most difficult to be procured, even with all the latitude allowed in respect to age, size, and nautical experience. Sometimes, when a captain, by dint of extraordinary exertions, had provided himself with a crew, such as a man of war's crew ought to be, the admiral on the station to which he belonged would pronounce the ship "too-well manned," and order a proportion of her best men to be draughted on board the flag-ship at her moorings, to learn to be idle and worthless; sending, in lieu of them, a parcel of jail-birds and raw hands, to make those among whom they were going nearly as bad as themselves.

1812. Aug. Inattention paid to gunnery in the british service.

There was another point in which the generality of british crews, as compared with any one american crew, were miserably deficient; skill in the art of gunnery. While the american seamen were constantly firing at marks, the british seamen, except in particular cases, scarcely did so once in a year; and some ships could be named, on board of which not a shot had been fired in this way for upwards of three years. Nor was the fault wholly the captain's: the instructions, under which he was bound to act, forbad him to use, during the first six months after the ship had received her armament, more shots per month than amounted to a third in number of her upperdeck guns; and, after those six months had expired, he was to use only half the quantity. Considering by this, either that the lords of the admiralty discouraged firing at marks as a lavish expenditure of powder and shot, or that the limits they had thus set to the exercise of that branch of naval discipline destroyed its practical utility, many captains never put a shot in the guns until an enemy appeared: they employed the leisure time of the men in handling the sails, and in decorating the ship. Others, again, caring little about an order that placed their professional characters in jeopardy, exercised the crew repeatedly in firing at marks; leaving the gunner to account, in the best manner he could, for the deficiency in his stores. As the generality of french crews were equally inexperienced with their british opponents, the unskilfulness of the latter in gunnery was not felt or remarked: we shall now have to adduce some instances, in quick succession, that will clearly show, how much the british navy at length suffered, by having relaxed in its attention to that most essential point in the business of war, the proper use of the weapons by which it was to be waged.

That our opinion on this subject is in perfect accordance with what was the opinion of a british officer of the first rank and distinction, will appear by the

1812 Aug. Opinion of earl St.-Vincent on the subject.

following quotation from the work of a contemporary: "The earl of St.-Vincent," says captain Brenton, "in a letter to the author in 1813, thus expresses himself, 'I hear the exercise of the great gun is laid aside, and is succeeded by a foolish frippery and useless ornament.' How far this may have been the case," proceeds captain B., "in the Mediterranean, or East or West Indies, with ships of the line, we shall not say; but certainly on the coast of North America it was not so, the ships on that station being kept constantly in exercise under the daily expectation of a war."* Notwithstanding this to us wholly unexpected dissent on the part of captain Brenton from an opinion given by earl St.-Vincent, we shall consider the latter to be the highest authority on the subject; especially as the former, in including the Mediterranean among the stations on which ships of the line were neglected to be exercised, has overlooked the very strict and commendable attention paid to that important branch of discipline by vice-admiral sir Edward Pellew.

Reduction in the Constitution's armament and crew.

We have already given the best account, which the imperfect state of the american records has enabled us to give, of the construction, size, and established armament of the three american 44-gun frigates. We have now to notice a slight alteration, that was afterwards made in the armament of the Constitution. In the summer of 1811, when that frigate was fitting for sea at Norfolk, Virginia, captain Hull considered that her upperworks would not strain so much as they had been found to do, if her 42-pounder carronades were exchanged for 32s. This he got effected; and on or about the 31st of July the Constitution sailed for Cherbourg, with those guns and a reduced crew of 380 men on board. On the 6th or 7th of September the Constitution reached her destination, and in a month or two afterwards returned to her anchorage at Norfolk.

* Brenton, vol. v. p. 44.

Having discovered that 380 men, even in peaceable times, were not enough for so large and heavily rigged a ship as the Constitution, captain Hull, during his stay in the Chesapeake, enlisted as many more as restored his complement to 476. But, finding probably that the removal of six tons from the Constitution's upper battery afforded the ship great relief in a heavy sea, captain Hull did not take back his 42-pounders. He contrived, however, to reduce the inequality of force, by opening a port in the centre of the gangway for one of the two 24-pounders on the upper deck; or rather, as to be precise we should designate them, the two english long 18-pounders, (battery-guns, we believe,) bored to carry a 24-pound shot. We formerly noticed the extraordinary size and weight of the Constitution's maindeck 24-pounders. It appears that the guns were mounted on very high carriages, which the height of the deck, represented to be nearly eight feet, rendered no inconvenience. The height of the President's midship maindeck port-sill from the water's edge was eight feet eight inches, and she is described as the lowest ship of the three. This goes far to reconcile the statement we have often heard made, that the Constitution's maindeck battery was upwards of 10 feet from the water; a height which, at a long distance, gave her a decided advantage in the range.

1814. Aug. Her crew again increased

It is a remarkable fact, that no one act of the little navy of the United States had been at all calculated to gain the respect of the British. First, was seen the Chesapeake allowing herself to be beaten, with impunity, by a british ship only nominally superior to her. Then the huge frigate President attacks, and fights for upwards of half an hour, the british sloop Little-Belt. And, even since the war, the same President, at the head of a squadron, makes a bungling business of chasing the Belvidera. While, therefore, a feeling towards America, bordering on contempt, had unhappily possessed the mind of the british naval officers, rendering him more than usually

Different sentiments prevailing in the two navies when war began.

1812. Aug. careless and opiniative, the american naval officer, having been taught to regard his new foe with a portion of dread, sailed forth to meet him, with the whole of his energies roused. A moment's reflection taught him, that the honour of his country was now in his hands; and what, in the breast of man, could be a stronger incitement to extraordinary exertions? Thus situated were the navies of the two countries, when, with damaged masts, a reduced complement, and in absolute need of that thorough refit, for which she was then, after a very long cruise, speeding to Halifax, the Guerrière encountered the Constitution, 17 days only from port, manned with a full complement, and in all respects fitted for war.

Guerrière opens her fire at the Constitution.

It was, as we have already stated, about 2 P. M. that the Guerrière, standing by the wind on the starboard tack, under topsails, foresail, jib, and spanker, with the wind blowing fresh from the north-west, discovered the Constitution bearing down towards her. At 3 P. M. each ship made out the other to be an enemy's man of war; and at 3 h. 30 m. each discovered, with tolerable precision, the force that was about to be opposed to her. At 4 h. 30 m. P. M. the Guerrière laid her main topsail to the mast, to enable the Constitution the more quickly to close. The latter, then about three miles distant, shortened sail to double-reefed topsails, and went to quarters. At 4 h. 45 m. P. M. the Guerrière hoisted one english ensign at the peak, another at the mizen topgallantmast-head, and a union jack at the fore; and, at 4 h. 50 m. P. M.,* opened her starboard broadside at the Constitution. The Guerrière then filled, wore, and, on coming round on the larboard tack, fired her larboard guns, "her shot," says captain Hull, "falling short;" a proof, either that the Guerrière's people knew not the range of their guns, or that the powder they were using was of an inferior

* In noticing the time, we shall, generally, as on former occasions, take the mean of the two statements.

quality: both causes, indeed, might have cooperated in producing the discreditable result. 1812. Aug.

At 5 h. 5 m. P. M., having run up one american ensign at the peak, lashed another to the larboard mizen rigging, and hoisted a third flag at the fore topgallant-mast-head, the Constitution opened her fire; and, it is believed, none of her shot fell short. To avoid being raked, the Guerrière wore three or four times; and continued discharging her alternate broadsides, with about as little effect, owing to her constant change of position and the necessary alteration in the level of her guns, as when her shot fell short. After the Constitution had amused herself in this way for half an hour, she set her main topgallantsail, and in five minutes, or at about 5 h. 45 m. P. M.,* brought the Guerrière to close action on the larboard† beam; both ships steering with the wind on the larboard quarter. At 6 h. 5 m. P. M. a 24-pound shot struck the Guerrière's mizenmast and carried it away by the board. It fell over the starboard quarter, knocked a large hole in the counter, and, by dragging in the water, brought the ship up in the wind, although her helm was kept hard a-port. By this accident to her opponent, who had then sustained only a very slight loss, the Constitution would have ranged ahead; but, bearing up, she quickly placed herself in an admirable position on the Guerrière's larboard bow. Now the american riflemen in the Constitution's tops had an opportunity of co-operating with their friends on deck; and a sweeping and most destructive fire of great guns and small-arms was opened upon the british frigate, whose bow guns were all she could bring to bear in return.

Constitution opens her fire.

Cuts away Guerrière's mizenmast.

At 6 h. 15 m. P. M. the two ships fell on board each other, the Guerrière's bowsprit getting foul of the Constitution's starboard mizen rigging. The crew of the latter now prepared to board the Guerrière; but, in addition to the impracticability of the

Constitution attempts to board, but is prevented.

* See diagram at p. 145.

† "Starboard," by mistake, in the gazette account.

1812. Aug. attempt owing to the motion of the ships, a slight pause was created by the fall of some of the american leaders: a shot from a british marine brought down the first lieutenant of marines while leading forward his party; another well-directed musket-shot passed through the body of the first lieutenant of the ship while at the head of the boarding seamen; and a third shot entered the shoulder of the master, as he was standing near lieutenant Morris. The riflemen in the Constitution's tops, in the mean time, continued their unerring fire. Among those who suffered on the occasion was captain Dacres himself, by a ball fired from the enemy's mizen top, which inflicted a severe wound in his back, while he was standing on the starboard forecastle hammocks animating his crew. Although suffering greatly, he would not quit the deck. At about the same moment the master was shot through the knee, and a master's mate, Samuel Grant, was wounded very severely. In a few minutes the two ships got clear. Disentangling her bowsprit from her opponent's mizen rigging, the Guerrière now came to a little, and was enabled to bring a few of her foremost guns on the starboard side to bear. Some of the wads from these set fire to the Constitution's cabin, but the flames were soon extinguished. The Guerrière's "bowsprit, at that moment striking the taffrail of the Constitution, slacked the fore stay of the Guerrière, and, the fore shrouds on the larboard or weather side being mostly shot away, the mast fell over on the starboard side, crossing the main stay: the sudden jerk carried the mainmast along with it, leaving the Guerrière a defenceless wreck, rolling her maindeck guns in the water."*

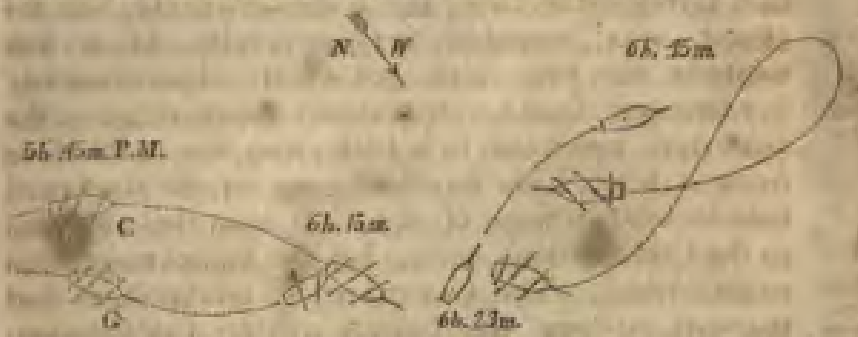
Capt. Dacres wounded.

Guerrière loses her fore and main masts.

At about 6 h. 23 m.† the Constitution ranged ahead; and the Guerrière soon began clearing away the wreck of her masts, to be ready to renew the action. Just, however, as she had succeeded in doing so, her

* Brenton, vol. v. p. 51. † See diagram.

spritsail yard, upon which she had set a sail to endeavour to get before the wind, was carried away. The Guerrière now lay an unmanageable hulk in the trough of the sea, rolling her maindeck guns under water: to secure which required increased efforts, the rotten state of the breechings, as well as of the timber-heads through which the long-bolts passed, having caused many of them to break loose. While the british frigate was in this state, the Constitution, at 6 h. 45 m. P. M., having rove new braces, wore round and took a position, within pistol-shot on her starboard quarter. It being utterly in vain to contend any longer, the Guerrière fired a lee gun, and hauled down the union jack from the stump of her mizenmast. The following diagram will show the progress of this action, from the time the two ships closed to the moment of the Guerrière's surrender. 1812, Aug. Surrenders.



Much to his credit, the moment the Constitution hoisted her colours, captain Dacres ordered seven Americans, that belonged to his reduced crew, to go below: one accidentally remained at his gun, the remainder went where they had been ordered. This left just 244 men and 19 boys. Out of this number, the Guerrière had her second lieutenant, (Henry Ready,) 11 seamen, and three marines killed, her captain, (severely,) first lieutenant, (Bartholomew Kent, slightly,) master, (Robert Scott,) two master's mates, (Samuel Grant and William John Snow,) one midshipman, (James Euslie,) 43 seamen, 13 marines, and one boy wounded; total, 15 killed and 63 wounded, six of the latter mortally, 39 severely, Losses on board Guerrière.

1812. Aug. and 18 slightly. Out of her 468 men and boys, the Constitution, according to captain Hull's statement, had one lieutenant of marines (William S. Bush) and six seamen killed, her first lieutenant, (Charles Morris, dangerously,) master, (John C. Alwyn, slightly,) four seamen, (three of them dangerously,) and one marine wounded; total, seven killed and seven wounded. But several of the Guerrière's officers counted 13 wounded; of whom three died after amputation. An equal number of killed and wounded, as stated in the american return, scarcely ever occurs, except in cases of explosion. In the british service, every wounded man, although merely scratched, reports himself to the surgeon, that he may get his smart-money, a pecuniary allowance so named. No such regulation exists in the american service; consequently, the return of loss sustained in action by an american ship, as far as respects the wounded at least, is made subservient to the views of the commander and his government.

Loss on board Constitution.

Although captain Hull does not give his prize any guns at all, no other american account gives the Guerrière less than 49 guns. It is true that, besides the 48 guns already specified, the ship had an 18-pounder launch carronade, mounted upon the usual elevating carriage for firing at the tops; but the priming iron, when put into the touch-hole just before the action commenced, broke short off and spiked the gun. In this state it was found by the captors. Consequently, as the two bow 18-pounders were equally useless, the Guerrière, out of her 49 guns, could employ in broadside only 23. We have already shown that the american 44-gun frigate, without making any use of her concealed gangway ports, could present 28 carriage-guns in broadside; but the Constitution could, and did, as we now verily believe, present one gun more.* Of the fact of one of her two upperdeck 24-pounders being stationed on

Broadside guns of the two ships.

* See p. 141.

the forecastle and the other on the quarterdeck, we have not a doubt, from the following entry in the log of the Constitution when she was pursued by the British off New-York, and was about to open a fire from her stern-chasers. "Got the forecastle gun aft." But the disparity in her action with the Guerrière is sufficiently great without adding this gun to the Constitution's broadside: we shall therefore, as in common cases, take no more than half the mounted number. 1812. Aug.

As it would be not only unjust, but absurd, to compare together the totals of two crews of men and boys, in a case where each opponent uses the latter in so very different a proportion as the British and the Americans, we shall, making an ample allowance for those in the american crew, exclude the boys altogether from the estimate. Boys in each crew.

This action affords a strong practical proof of the advantages possessed by a large and lofty ship. While the main deck of the Guerrière was all afloat with the roughness of the sea, the Constitution's main deck was perfectly dry. If that was the case before the fall of the Guerrière's masts had destroyed her stability, what must it have been afterwards? It is this consideration that renders the tonnage so important an item in any statement of comparative force. The relative scantling is another essential point, for which the one-third disparity in size between these frigates will partly allow. By an unfortunate typographical (as we take it) error, captain Brenton represents the Constitution as "an american frigate of the same force as the President, though inferior (superior) as to scantling."* Now, the extraordinary thickness and solidity of the Constitution's sides had long obtained her, among the people who best knew her, the name of "Old Ironsides." We have already shown that the President, an acknowledged lighter ship, possessed stouter sides than a Advantage of a superiority in size and scantling.

* Brenton, vol. v. p. 49.

1812. Aug. british 74: we may therefore consider, that the topsides of the Constitution were at least equal in thickness to the topsides of a british 80.

Opinion of the Americans on stout scantling. With respect to the advantages of stout scantling, we are willing to take the opinion of the Americans themselves. A letter from Mr. Paul Hamilton, the secretary of the american navy, written a few months after the Guerrière's capture, and addressed to the "Chairman of the naval committee of the house of representatives," contains the following paragraph: "A 76 is built of heavier timber, is intrinsically much stronger than a frigate in all her works, and can sustain battering much longer, and with less injury. A shot, which would sink a frigate, might be received by a 76 with but little injury: it might pass between wind and water through a frigate, when it would stick in the frame of a 76." Nor is this merely the opinion of Mr. Secretary Hamilton: it is the result of "a very valuable communication received from Charles Stewart, esquire, a captain in the navy of the United States, an officer of great observation, distinguished talents, and very extensive professional experience; in whose opinion," adds Mr. H., "I believe all the most enlightened officers in our service concur." By a singular coincidence too, subjoined to this highly complimented officer's communication to Mr. Hamilton, are the signatures of captain Hull and his first lieutenant to a brief but comprehensive sentence of approval: "We agree with captain Stewart in the above statement, in all its parts."*

Sheet-lead cartridges. We have before remarked upon the great care and expense bestowed by the Americans in equipping their few ships of war. As one important instance may be adduced, the substitution of fine sheet-lead for cartridges, instead of flannel or paper. This gives a decided advantage in action, an advantage almost equal to one gun in three; for, as a sheet-lead

* Clark's Naval History, vol. ii. pp. 236, 246.

cartridge will hardly ever leave a particle of itself behind, there is no necessity to sponge the gun, and very seldom any to worm it: operations that, with paper or flannel cartridges, must be attended to every time the gun is fired. The advantage of quick firing, no one can dispute; any more than, from the explanation just given, the facility with which it can be practised by means of the sheet-lead cartridge. The principal objection against the use of this kind of cartridge in the british navy is its expense: mother may be, that it causes the powder to get damp. The last objection is obviated by filling no more cartridges than will serve for present use: and, should more be wanted, the Americans have always spare hands enough to fill them. 1812. Aug.

Although, in the american accounts of actions, no other description of cannon-shot is ever named as used on board their ships, than "round and grape," it is now so well known as scarcely to need repetition, that the Americans were greatly indebted, for their success over the British, to a practice of discharging, in the first two or three broadsides, chain, bar, and every other species of dismantling shot, in order to cut away the enemy's rigging and facilitate the fall of his masts. As an additional means of clearing the decks of british ships of the (seldom over numerous) men upon them, the carronades, when close action commenced, were filled with jagged pieces of iron and copper, rusty nails, and other "langridge" of that description. Of the riflemen in the tops we have already spoken; but even the remaining musketry-men of the crew were provided in a novel and murderous manner: every cartridge they fired contained three or four buck-shot, it being rightly judged, that a buck-shot, well placed, would send a man from his quarters as well as the heaviest ball in use. We mention these circumstances, not to dwell, for a moment, upon their unfairness, but merely to show the extraordinary means to which the Americans resorted, for the Dismantling shot, &c.

1812. Aug. purpose of enabling them to cope with the British at sea. Now, then, for the

COMPARATIVE FORCE OF THE COMBATANTS.

		GUERRIÈRE.	CONSTITUTION.
Broadside-guns....	No.	24	28
	lbs.	517	768
Crew (men only)....	No.	244	460
Size.....	tons	1092	1533

Remarks on the action.

Even this statement, with the one-third disparity in guns, and nearly two-fold disparity in men, which it exhibits, will not convey a clear idea of the real inequality of force that existed between the Guerrière and Constitution, without allowance is made for the ineffective state in which the former ship commenced the action. There is one circumstance, also, which has greatly contributed to mislead the judgment of the public in deciding upon the merits of this and its succeeding fellow-actions: a belief, grounded on the official accounts, that british frigates, of the Guerrière's class, had frequently captured french frigates, carrying 24-pounders on the main deck. But, in truth, the Forte is the only 24-pounder french frigate captured by a british 38-gun frigate; and the Forte, in point of force and readiness for action, was not to be compared with the Constitution.* That even french 18-pounder frigates were not, in common cases, captured by british frigates of the same class, without some hard fighting, and a good deal of blood spilt on both sides, these pages afford many proofs. Upon the whole, therefore, no reasonable man can now be surprised at the result of the action between the Guerrière and Constitution. Nor was there in the conduct of the Guerrière, throughout the engagement, any thing that could militate, in the slightest degree, against the long-maintained character of british seamen. With respect to captain Dacres, he evinced a great share of personal bravery on the trying occasion; and we confess ourselves to have been

* See vol. ii. p. 338.

among the number of those who did not recollect that, although the Guerrière had made herself very obnoxious to the Americans, it was before captain Dacres was appointed to her. 1812. Aug.

The chief cause of quarrel between the Americans and the Guerrière undoubtedly arose while captain Pechell commanded her; but still it was the same ship, or, to those who doubted that fact, a ship of the same name, which captain Hull had captured. Most desirable, therefore, would the Guerrière have been as a trophy; but the shattered state of her hull precluded the possibility of getting the ship into port. At daylight on the day succeeding the action, the american prize-master hailed the Constitution, to say that the Guerrière had four feet water in the hold, and was in a sinking condition. Quickly the prisoners were removed out of her; and at 3 h. 30 m. P.M., having been set on fire by captain Hull's orders, the Guerrière blew up. Guerrière is destroyed

Having by the evening repaired her principal damages, including a few wounds in each of her three masts, the Constitution made sail from the spot of her achievement, and on the 30th anchored in the harbour of Boston. As may well be conceived, captain Hull and his officers and crew were greeted with applause by their native and adopted countrymen. He and they also received, at a subsequent day, the thanks of the government, accompanied by a present of 50000 dollars. Constitution arrives at Boston

It is a singular fact, that, in the letter published in the "National Intelligencer," as that transmitted by captain Hull to his government, not a word appears respecting the force of the ship which the Constitution had captured. Captain Hull's letter is in this respect an anomaly of the kind. Perhaps, as the american newspapers had frequently stated, that the Constitution mounted 56 guns, and as dead ships, like dead men, "tell no tales," captain Hull thought it better to leave his friends and countrymen to form their opinion, relative to the force and size of his Capt. Hull's letter.

1812. Aug. prize, out of the following sentence: "So fine a ship as the Guerrière, commanded by an able and experienced officer." If captain Hull did practise this ruse, (and the men of Connecticut are proverbially shrewd,) the effect, as we shall presently see, must almost have exceeded his hopes.

The british 38 and american 44 gun frigates not a match.

When a british says to an american officer, "Our frigates and yours are not a match," the latter very properly replies: "You did not think so once." But what does this amount to? Admitting that the force of the american 44-gun frigate was fully known before the Guerrière's action, but which was only partially the case; and admitting that the british 38-gun frigate was considered able to fight her, all that can be said is, that many, who once thought otherwise, are now convinced, that an american and a british ship, in relative force as three to two, are not equally matched. The facts are the same: it is the opinion only that has changed. Man the Constitution with 470 Turks or Algerines; and even then she would hardly be pronounced, now that her force is known, a match for the Guerrière. The truth is, the name "frigate" had imposed upon the public; and to that, and that only, must be attributed the angry repinings of many of the british journalists at the capture of the Guerrière. They, sitting safe at their desks, would have sent her and every soul on board to the bottom, with colours flying, because her antagonist was "a frigate;" whereas, had the Constitution been called "a 50-gun ship," a defence only half as honourable as the Guerrière's would have gained for her officers and crew universal applause.

Credit due to captain Hull and his officers.

Captain Hull, and the officers and men of the Constitution, deserve much credit for what they did do; first, for attacking a british frigate at all, and next, for conquering one a third inferior in force. It was not for them to reject the reward presented by the "Senate and house of representatives of the United Sates," because it expressed to be, for

capturing a frigate, (now for the effect of captain Hull's "line ship Guerrière") "mounting 54 carriage-guns", instead of, with two standing bow-chasers and a boat-carronade included, 49. Smiling in their sleeves at the credulity of the donors, the captain and his people, without disputing the terms, pocketed the dollars. But is a writer, who stands pledged to deal impartially between nation and nation, to forbear exposing this trickery, because it may suit the Americans to invent any falsehoods, no matter how barefaced, to foist a valiant character upon themselves? 1812. Aug.

The author of the american "Naval History," Mr. Clark, remarks thus upon the Guerrière's capture: "It has manifested the genuine worth of the american tar, and that the vigorous cooperation of the country is all he requires, to enable him to meet, even under disadvantageous circumstances, and to derive glory from the encounter, with the naval heroes of a nation which has so long ruled the waves."* But was it really "american tars" that conquered the Guerrière? Let us investigate, as far as we are able, this loudly-asserted claim. Our contemporary says, "It appeared in evidence on the court-martial, that there were many Englishmen on board the Constitution, and these were leading men, or captains of guns. The officers of the Guerrière knew some of them personally, and one man in particular, who had been captain of the forecastle in the Eurydice, a british frigate, then recently come from England. Another was in the Achille at Trafalgar; and the third lieutenant of the Constitution, whose name was Reed, was an Irishman. It was said, and we have no reason to doubt the fact, that there were 200 british seamen on board the Constitution when she began the action."† One fellow, who after the action was sitting under the half-deck busily employed in making buck-shot cartridges to mangle his honourable countrymen, had served under Mr. Kent the first lieutenant. He now went by a new name; but, on seeing his old commanding British seamen on board Constitution.

* Clark's Naval History of the United States, vol. i. p. 174.

† Brenton, vol. v. p. 54.

1812. Aug. officer standing before him, a glow of shame overspread his countenance.

In the latter end of the year 1816 a work issued from the Washington press, entitled "A register of officers and agents, civil, military and naval, in the service of the United States, &c." "Prepared at the Department of State, by a resolution of congress." Affixed to the list of names in this official document, is one column headed, "State or country where born." Turning to this column in the "Navy department," we find that, out of the 32 captains, one only, "Thomas Tingey," has "England" marked as his birthplace. There was another, we know; but he had died about a twelvemonth before, captain Smith of the Congress. Three blanks occur; and we consider it rather creditable to captains "John Shaw," "Daniel T. Patterson," and "John Orde Creighton," that they were ashamed to tell where they were born. Of the 22 masters commandant, one only appears to have been born out of the United States, and that is "George C. Read," of "Ireland;" the same, no doubt, mentioned by captain Brenton, as the third lieutenant of the Constitution in August, 1812. Of the 160 lieutenants, there appear to be only five born out of the United States; of which five, "Walter Stewart," "William Finch," and "Benjamin Page, jun." are stated to be of "England," and "James Ramage," of "Ireland." To 17 names, all english and irish, appears no birthplace. We shall pass over the surgeons, their mates, the pursers, chaplains, and midshipmen; among whom we find, besides a few blanks, only eight of England and Ireland. As we descend in the list, the blanks in the column of "Country where born" increase surprisingly. Now, as the native american seaman usually carries about him his certificate of citizenship; and, as scarcely any man is to be found who, if he can speak at all, cannot answer the question, "Where were you born?" we must consider that the birthplace is purposely omitted, because, being a native of Great Britain or Ireland, and probably a deserter from the british navy, the fellow is ashamed or afraid to

Their general employment in the american navy proved by an american document.

avow it. Hence, out of the 83 sailing masters, we find eight born in England, Scotland, Ireland, and Bermuda, and 15 without any birthplace assigned to them. Among the 20 boatswains, one is stated to have been born in England, four in the United States, and the rest nowhere. Of the 25 gunners, three appear to have been born in the United States, one in Germany, another in Portugal, and the remaining four fifths in some nameless country. Of the 18 carpenters, 11 sail-makers, and four master's mates, 33 in all, five only have been able or willing to enable the Washington state-clerk to fill up the important blank. 1812. Aug.

Can any one, after the analysis we have given of this curious american state-document, entertain a doubt that, during the late war between Great Britain and the United States, one third in number, and nearly one half in point of effectiveness, of the seamen that fought in the ships of the latter were bred on the soil, and educated in the ships, of the former? This may appear very discreditable to british seamen, considered as a body; but it should be recollected, that the total of the seamen belonging to the american ships of war formed only a small portion of those employed in the british navy. Moreover, a large proportion of the deserters and renegades, that entered the service of the United States, were irish roman catholics. It is for this reason, that an american captain can sometimes assert, with no great degree of untruth, that he has few "Englishmen" among his crew. Remarks on the subject.

There were, it appears, on board the Constitution, so many men whom the crew of the Guerrière considered as their countrymen, so many who felt, as well they might feel, some degree of compunction at their fallen state, that captain Hull was afraid the two bodies united would overpower him and his Americans, and carry the Constitution to Halifax. He very naturally, and very properly, we think, "kept his prisoners manacled and chained to the deck during the night, and the greater part of the Crew of Guerrière put in irons.

1812. Oct. day."* One reason for doing this, might be to render more alluring the offer of liberty made to those who would turn traitors. Being perfectly aware, that all the British, whom they could persuade to enter, would fight in the most desperate manner, rather than be taken and turned over to their certain as merited fate, captain Hull and his officers, as well while the Constitution was steering for Boston, and after she had arrived there, used every art to inveigle the late Guerrière's crew to enlist in the american service. Eight Englishmen, however, were all that remained in the United States; and only two of those entered on board the Constitution.

Court-martial on captain Dacres, his officers, &c.

On the 2d of the succeeding October a court-martial assembled on board the Africa 64, Halifax harbour, to try the captain, officers, and late crew of the Guerrière; when, as may be anticipated from the details already given, the following sentence of acquittal was pronounced: "Having attended to the whole of the evidence, and also to the defence of captain Dacres, the court agreed, that the surrender of the Guerrière was proper, in order to preserve the lives of her valuable remaining crew; and that her being in that lamentable situation was from the accident of her masts going, which was occasioned more by their defective state than from the fire of the enemy, though so greatly superior in guns and men. The court do, therefore, unanimously and honourably acquit the said captain Dacres, the officers and crew, of his majesty's late ship the Guerrière, and they are hereby honourably acquitted according. The court, at the same time, feel themselves called upon to express the high sense they entertain of the conduct of the ship's company in general, when prisoners, but more particularly of those who withstood the attempts made to shake their loyalty, by offering them high bribes to enter into the land and sea service of the enemy, and they will represent their merit to the commander in chief."

* Brenton, vol. v. p. 54.

1812, Oct.

In his official letter, dated at Boston, September 7, captain Dacres compliments captain Hull and his officers, for their treatment of his men, "the greatest care being taken to prevent them losing the smallest trifle." But, considering perhaps that, in an enemy's country, it would be unwise to commit complaints to the chance of leading to further oppression, captain Dacres remained silent about the attempts to inveigle his crew, until he addressed the members of his court-martial at Halifax. The concluding passage of that address is in the following words: "Notwithstanding the unlucky issue of this affair, such confidence have I in the exertions of the officers and men who belonged to the Guerrière; and I am so well aware that the success of my opponent was owing to fortune, that it is my earnest wish, and would be the happiest period of my life, to be once more opposed to the Constitution, with them under my command, in a frigate of similar force to the Guerrière."

Extract from captain Dacres's address at his trial.

That the captain of the Guerrière should have expressed such an opinion on such an occasion is allowable enough; but we are surprised to find that opinion seconded by the captain of the Spartan, a frigate of the same force as the Guerrière, a frigate which the Constitution herself had just come from seeking when she fell in with the latter. "Thus far," says captain Brenton, "the two ships had fought with an equal chance of success, when the day was decided by one of those accidents to which ships of war are ever liable, and which can rarely be guarded against."* He then describes the fall of the Guerrière's *mizenmast*. We are stopped, however, in the comments we were going to make, by observing, at the conclusion of the account of the Guerrière's capture, the following paragraph, whether in confirmation or contradiction of the former passage, let others decide: "The inference is erroneous, (that

Capt. Brenton's account.

* Brenton, vol. v. p. 50.

1812. Sept. our navy was declining and our officers and men deficient in their duty,) founded on a supposition, that, if two ships happen to be called frigates, the lesser one, being manned and commanded by Englishmen, ought to take the greater, though a ship very nearly double her force, in size, guns, and men: we need scarcely enter into any argument to prove the fallacy of such an expectation."*

Frolic sails from Honduras with convoy

On the 12th of September the british 18-gun brig-sloop Frolic, captain Thomas Whinyates, quitted the bay of Honduras, with about 14 sail of merchantmen under convoy, for England. On arriving off Havana, the master of a Guernsey ship informed captain Whinyates of the war with America, and of the Guerrière's capture. Having been five years in the West Indies, and being very sickly in her crew, the Frolic was by no means in a fit state to encounter an enemy's vessel of a similar class to herself. However, there was no alternative; and the brig proceeded on her voyage along the coast of the United States.

Gets disabled in a gale.

On the night of the 16th of October, in latitude 36° north, longitude 64° west, a violent gale of wind came on, which separated the Frolic from her convoy, carried away her main yard, sprung the main topmast, and tore both topsails to pieces. By dark on the evening of the 17th, six of the missing ships had joined; and on the 18th, at daybreak, while the Frolic, in a very turbulent sea, was repairing her damages, a sail hove in sight to-windward, which was at first taken for one of the convoy. But the near approach of the stranger, and her not answering signals, soon marked her for an enemy: whereupon, removing her main yard from off the casks and lashing it to the deck, the Frolick hauled to the wind under her boom-mainsail, and (her fore topmast having been sprung previously to the gale) a close-reefed fore topsail, in order to let her convoy pass sufficiently ahead to be out of danger.

Falls in with the Wasp.

* Brenton, vol. v. p. 54.

1813. Oct.

At a few minutes before 11 A.M., apprehensive that the strange ship of war might pursue the merchantmen instead of himself, captain Whinyates hoisted spanish colours as a decoy; having two days before passed a convoy under the protection of a spanish armed brig, and which convoy, it was imagined that the strange vessel might also have seen. The latter, which was the United States' 18-gun ship-sloop Wasp, captain Jacob Jones, five days only from the Delaware, immediately hoisted her colours, and bore down for the Frolic, then awaiting her approach on the larboard tack. On arriving within 60 yards of the Frolic, the Wasp hailed: whereupon, quickly exchanging her colours to british, the brig opened a fire of great guns and musketry. This was instantly returned by the Wasp; and, as the latter dropped nearer to her antagonist, the action became close and spirited. In less than five minutes after she had commenced firing, the Frolic shot away the Wasp's main topmast; and, in two or three minutes more, the latter's gaff and mizen topgallantmast also came down. The sea was so rough, that the muzzles of the guns of both vessels were frequently under water. Still the cannonade continued, with mutual spirit; the Americans firing, as the engaged side of their ship was going down, the British, when their engaged side was rising. The consequence was, that almost every shot fired by the Wasp took effect in her opponent's hull; while most of the Frolic's shot passed among the rigging or over the masts of the Wasp.

Endeavours to decoy her from pursuing the convoy

Succeeds and brings on an action.

Being in a very light state from a deficiency of stores, and being unable, on account of the sprung state of her topmasts and the want of a main yard, to steady herself by carrying sail, the Frolic laboured much more than the Wasp, and experienced, in consequence, greater difficulty in pointing her guns with precision. In a minute or two after the Wasp's main topmast had come down, the Frolic's gaff head-braces were shot away. Having now no sail whatever

Great inconvenience of the brig's loss of after sail.

1812. Oct. upon the mainmast, the brig had lost the means of preventing the Wasp from taking a position on her larboard bow. A *ship* would not have been so circumstanced, even had she lost her mizenmast by the board; as she could still have set a trysail upon her mainmast.

Frolic wholly unmanageable and defenceless.

Thus, in less than 10 minutes after the action had commenced, chiefly by her previous inability to carry sail, the Frolic lay an unmanageable hulk upon the water, exposed to the whole raking fire of her antagonist, without the possibility of returning it with more than one of her bow guns. The Wasp continued pouring in broadside after broadside, until, believing that he had so thinned the deck of the british brig, that no opposition could be offered, captain Jones determined to board and end the contest. The Wasp accordingly wore, and, running down upon the Frolic, soon brought the latter's jib-boom between her fore and main rigging, and two of her own carronades in a direction with the bow ports of her defenceless antagonist. Having so fine an opportunity of further diminishing the strength of his opponent, captain Jones would not board until a raking fire was poured in: it was poured in, and swept the whole range of the Frolic's deck.

Americans board and strike the colours.

A british seaman belonging to the Wasp, named Jack Lang, was now about to spring on the brig's bowsprit and put a stop to the carnage; but captain Jones, observing that some one yet lived on the Frolic's deck, pulled him back, and ordered another broadside to be fired. At length, when the action altogether had lasted 43 minutes, and when the american ship had had nearly the whole firing to herself for 33 minutes, the officers and men of the Wasp, led by lieutenant George William Rodgers, boarded the Frolic. The Americans, according to their account, did not see a single man alive upon the Frolic's deck, except the seaman at the wheel and three officers. Two of those officers were captain Whinyates and his second lieutenant, Frederick

Boughton Wintle; both so severely wounded as to be unable to stand without supporting themselves. Contrary to the american statement, however, 17 of the Frolic's men were also on deck. The remainder of the survivors were below, attending to the wounded, and performing other necessary duties. Lieutenant James Biddle, first of the Wasp, had now the honour of striking the Frolic's colours, as they were lashed to the main rigging. 1812. Oct.

The Frolic was of course much shattered in her hull; and her two masts, from the wounds they had received, fell over the side in a few minutes after her surrender. Out of her 92 men (including one passenger, an invalided soldier) and 18 boys, the Frolic had 15 seamen and marines killed, her commander, two lieutenants, (Charles M'Kay, mortally, and Mr. Wintle,) master, (John Stephens, mortally,) and 43 seamen and marines wounded. The Wasp received a few shot in her hull, one near her magazine; and her three lower masts were wounded, but, owing chiefly to the goodness of the sticks, none of them fell. The american sloop began the action with a crew of 138, one of whom was a lad of 17 or 18 years of age, the remainder young and able-bodied seamen, with, as subsequently proved, many British among them; and even the midshipmen, of whom the Wasp had 12 or 13, while the Frolic had but one, and he a boy, were full-grown men, chiefly masters and mates of american merchantmen. Out of this fine crew, the Wasp had eight killed, and about the same number wounded. Damage and loss on each side.

The Frolic was armed like every other vessel of her class, with 16 carronades, 32-pounders, and two long sixes. The brig had also the established 12-pounder carronade for her launch, mounted on the usual elevating carriage; and she had likewise on board a second 12-pounder carronade, taken out of some prize probably, but it was dismounted and lashed upon the forecastle. As the boat-carronade, when used at all in action, can only be fired *en barbette*, we Guns mounted by each vessel.

1812. Oct. shall not consider it as worthy a place among the broadside-guns. The Wasp mounted 16 carronades, 32-pounders, and two brass long 12-pounders, exclusively of two brass 4-pounders, one of which was usually mounted in the fore, and the other in the main top; but, in consequence of the gale, they had been brought on deck. Although strictly speaking, there was not a single boy belonging to the Wasp, we shall allow three. The following, therefore, will be the

COMPARATIVE FORCE OF THE COMBATANTS.

		FROLIC.	WASP.
Broadside-guns.....	No.	9	9
	lbs.	262	268
Crew (men only*)	No.	92	135
Size	tons	384	434

Remarks. With her masts entire, and a healthy, instead of a debilitated crew, the Frolic would have encountered a tolerably equal opponent. As the matter stood, her officers and men deserve great credit, for maintaining a resistance so long after their vessel had become unmanageable and defenceless. Surely, there was nothing in the result of this action, that could cast the slightest slur upon the british naval character; and yet, with the wonted exaggerations of american officers, the latter made it, as we shall see presently, a victory over a superior force.

Wasp taken, and Frolic re-taken by Poictiers. Captain Jones, however, was not allowed to carry his trophy, his "22-gun sloop of war," into port; for, in the course of a few hours after the action, the british 74-gun ship Poictiers, captain John Poer Beresford, heaving in sight, captured one vessel and recaptured the other. With a just appreciation of the merits of captain Whinyates, captain Beresford continued him in the command of the Frolic. At the court-martial which was subsequently held upon the captain, officers, and crew of the Frolic, for the loss of their vessel, they were, as a matter of course, most honourably acquitted. Captain Whinyates, although he was unacquainted with the circumstance, had been

Court-martial on capt. Whinyates.

* See p. 147.

made a post-captain since the 12th of the preceding August. 1812, Oct.

A word or two upon the american official account of this action. Captain Jacob Jones describes the vessel he captured, as "the british sloop of war Frolic, of 22 guns, 16 of them 32lb. carronades, and four 12-pounders on the main deck, and two 12-pounders, carronades, on the topgallant forecastle; making her," says captain Jacob Jones, "superior in force to us by four 12-pounders." Unfortunately for captain Jacob Jones, lieutenant Biddle, without his privity, wrote a letter to his father in Philadelphia, in these words: "The Frolic was superior in force to us: she mounted 18 32lb. carronades, and two long nines. The Wasp, you know, has only 16 carronades." Mr. Biddle, being a man of some note, got his son's letter into the Philadelphia papers as quickly as Mr. Paul Hamilton, the secretary of the american navy, could get the letter of captain Jacob Jones into the "National Intelligencer." Here was a business! Comments are unnecessary. Suffice it that, neither letter contained a word relative to the disabled state of the Frolic when the action commenced; and that the Congress of the United States, willing believers in a matter so flattering to their self-love, voted 25000 dollars, and their thanks, to captain Jacob Jones, the officers, and crew of the Wasp; also a gold medal to captain Jones, and silver medals to each of the officers, in testimony of their high sense of the gallantry displayed by them in the capture of the british sloop of war Frolic, of "superior force." American accounts.

On the 8th of October the american commodore Rodgers, with the same three frigates he commanded before,* accompanied by the brig-sloop Argus, captain Arthur Sinclair, sailed from Boston upon his second cruise against british men of war and merchantmen. On the 10th, at 8 A.M., when in latitude 41° north, longitude 65° west, steering to the westward, with a light American squadron sails from Boston.

* See p. 115.

1812. Oct. northerly wind, the squadron discovered ahead the british 38-gun frigate Nymphe, captain Farmery Predam Epworth. The Nymphe hauled on the starboard tack in chase; and at noon, finding the private signal not answered, captain Epworth made out the three ships and brig to be american cruisers. At 4 h. 30 m. P. M. the Nymphe boarded a swedish brig from the island of St.-Bartholomew to New-York; and which, at 8 P. M., was boarded by the american squadron. With the intelligence thus gained, commodore Rodgers proceeded in chase; but, in the course of an hour, lost sight of the british frigate.

Chases Nymphe who escapes.

United-States parts company and falls in with the Macedonian.

On the 12th of October the frigate United-States parted company; and we shall at present follow her fortunes. On the 25th, soon after daylight, in latitude 29° north, longitude 29° 30′ west, this american 44, being close hauled on the larboard tack with the wind blowing fresh from the south-south-east, descried, on her weather beam, at the distance of about 12 miles, the british 38-gun frigate Macedonian, captain John Surman Carden. The Macedonian immediately set her fore topmast and topgallant studding-sails, and bore away in chase, steering a lasking course for the weather bow of the stranger.

Latter proceeds in chase.

While the tracks of the two ships are thus gradually converging, we will give an account of the force of each. In addition to her 28 maindeck long 18-pounders, the Macedonian mounted on the quarterdeck and forecastle 16 carronades, 32-pounders, fitted with their checks outside, (a new, but, as far as we can learn, not much approved principle,) two long 12-pounders, and two brass long french 8-pounders, (the captain's private property,) total 48 guns, exclusive of the usual 18-pounder launch carronade. The crew of the Macedonian at this time consisted of 262 men and 35 boys. To account for this extraordinary proportion of boys, we must state that, shortly before the Macedonian sailed on her last cruise, 12 supernumerary boys were put on board, by way, possibly, of "strengthening" her crew.

Force of the two ships.

With respect to the quality of the 35 boys, very few of them, it appears, were worth ship-room. It has already been shown, that the established armament of the United-States was 56 guns, long 24-pounders, and 42-pounder carronades.* Subsequently the ship appears to have landed two of her 42s, and to have received on board, in lieu of them, a travelling 18-pounder carronade; making her carriage-guns, in all, 55. She also mounted a brass howitzer in each top. With respect to crew, the United-States victualled 477 men and one lad or boy. 1812. Oct.

At about 7 h. 30 m. A. M. the two ships were not above three miles apart. Having by this time hoisted her ensign and broad pendant, the United-States was known to be one of the american 44s; but, having on board one of commodore Rodgers's spy-glasses, commodore Decatur mistook the Macedonian for a much larger ship, a sail of the line probably. The United-States accordingly wore round on the starboard tack, keeping a point or two off the wind. Having sailed from Portsmouth as long ago as the 29th of September, captain Carden, although he knew of the war, had received no information of the Guerrière's capture. The Macedonian had since been at Madeira, where she had heard that the american frigate Essex was cruising; but, even had the force of the United-States in guns and men been at this time fully known, such was the confidence of victory on board the Macedonian, that every officer, man, and boy, except perhaps the eight foreigners, who requested and were allowed to go below, was in the highest spirits. United-States wears from the Macedonian.

As, from sailing better than the United-States, the Macedonian gradually advanced more fully into view, the american officers seem to have fallen into the opposite mistake. They now believed the Macedonian to be a 32-gun frigate; and, with the determination to attack her, the United-States, at 8 h. 30 m. A. M., wore round on the larboard tack, and hauled sharp up. This brought the two ships, at 8 h. 45 m., into the United-States wears again to meet the Macedonian.

* See p. 7.

1812. Oct. relative positions marked in the diagram at p. 168. Knowing that the greatest force of his ship lay in her quarter, and the smallest force of the enemy's ship in her bows, the first lieutenant of the Macedonian wished that the latter should continue her course, so as to pass ahead of the United-States, in the manner represented by the strong line in the diagram. But, captain Carden having decided to keep the weather-gage, the Macedonian hauled close to the wind. At 9 A. M., when abreast of the United-States on the opposite tack, the Macedonian received her passing fire; but it did not produce the slightest effect, the principal part of the shot falling short of, and the rest going over her.

Opens her fire without effect.

Macedonian fires.

The rubicon being now passed, the Macedonian wore in pursuit; and, owing to her superiority of sailing already noticed, reached, at about 9 h. 20 m. A. M., a position on the larboard quarter of the american frigate. Here a broadside was exchanged: by that discharged from the Macedonian, the mizen topgallantmast of her opponent was shot away; and, by that from the United-States, the Macedonian lost her gaff halliards and mizen topmast, the latter falling into the main top. "This," as a contemporary well observes, "produced an equality in the rate of sailing, and the United-States kept her enemy in one position on the quarter in a running fight."* The United-States steered about two points off the wind, and, by her diagonal fire, soon cut away the chock of, and dismounted, every carronade upon the starboard side of her opponent's quarterdeck and forecastle, besides shattering the Macedonian's hull, and disabling a great portion of her crew. Having by this means reduced his antagonist to the use of her main-deck battery only, and increased the disparity that previously existed to more than double, commodore Decatur, at about 10 h. 15 m. A. M., laid his main topsail to the mast, and allowed the Macedonian, now that it was too late, to come to close action.

United-States maintains a running fight.

Hauls up to close.

By a few minutes past 11 A. M. the Macedonian

* Brenton, vol. v. p. 59. See also diagram at p. 168.

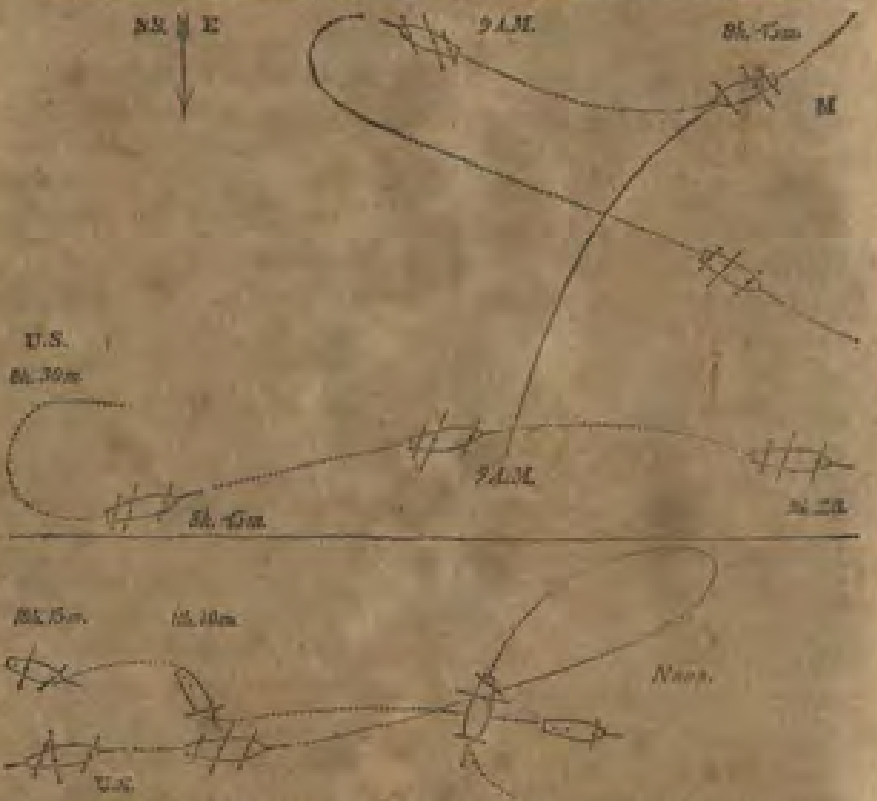
had had her mizenmast shot away by the board, and which had fallen over the starboard or engaged quarter, her fore and main topmasts shot away by the caps, and her main yard in the slings, her lower masts badly wounded, rigging of every sort destroyed, a small portion only of the foresail left to the yard, and two guns on the main battery, and all on the upper but two, disabled. The ship had also received upwards of 100 shot in her hull, several of them between wind and water; and had all her boats, except the jolly boat towing astern, destroyed, and more than a third of her crew killed and wounded. Owing, likewise, to the heavy sea and her dismasted state, the Macedonian rolled her maindeck guns under water; while the United-States, having no sail that she could not set but her mizen topgallantsail, remained perfectly steady. 1812. Oct. Disabled state of Macedonian.

In this dreadful state, the men of the Macedonian still possessed the spirit of british seamen; and, at 11 h. 10 m., when the United-States was making sail, to get from under the lee of her opponent, and the british frigate, as a last resource, had put her helm a-weather, with the intention of laying the american frigate on board, "every man was on deck," says lieutenant (now captain) Hope, "several who had lost an arm, and the universal cheer was, 'Let us conquer or die.'"* Fortunately, considering the unnecessary carnage that must have ensued, the fore brace was at that moment shot away, and the yard, swinging round, threw the ship up in the wind. The United-States then stood athwart the bows of the Macedonian, without firing a shot; having, it appears, expended all her cartridges. This circumstance, being unknown on board the Macedonian, led to a very erroneous impression; and the crew continued to cheer after an enemy, who, until the United-States hove to out of gun-shot, they supposed was making off. As soon as she had refilled her cartridges and refitted her rigging, the United-States tacked, and at about noon stationed herself in a raking position across the stern of her defenceless Spirited behaviour of her crew. Macedonian surrenders.

* Marshall, vol. ii. p. 1018.

1812. Oct. antagonist; who, having no means of making a further resistance, struck her colours.

The following diagram is intended to represent the movements of the two ships, from the time that the Macedonian hauled up to pass to-windward of the United-States, to the termination of the contest.



Loss on board Macedonian.

Of her 254 men (deducting the eight foreigners who refused to fight) and 35 boys, the Macedonian had her boatswain, (James Holmes,) one master's mate, (Thomas James Nankivee,) her schoolmaster, (Dennis Colwell,) 23 seamen, two boys, and eight marines killed, her first lieutenant, (David Hope, severely,) third lieutenant, (John Bulford, slightly,) one master's mate, (Henry Roebuck,) one midshipman, (George Greenway,) one first-class volunteer, (Francis Baker,) 50 seamen, (two mortally,) four boys, (two with each a leg amputated,) and nine marines wounded; total, 36 killed and 68 wounded.

The United-States is represented, by her captain

and his officers, to have had her masts and rigging not materially injured, and to have received only nine shot in her hull. "It is remarkable," adds one of her officers, "that, during an action of one hour and a half, and a fire which I believe was never equalled by any single deck, not an accident occurred, nor a rope-yarn of our gun-tackle strained." Her loss, from the same authority, amounted to no more than five seamen killed, lieutenant John Musser Funk and one seaman mortally, and five others badly wounded. The slightly wounded, as in all other american cases, are omitted. 1812. Oct. Same on board United-States.

With respect to the damage sustained by the United-States, although commodore Decatur makes very light of it, captain Carden represents, that the United-States "was pumped out every watch till her arrival in port, from the effect of shot received under water, and that two 18-pounders had passed through her mainmast in a horizontal line."* The masts of the american 44, it should be stated, are as stout as those of a british 74-gun ship; and, to render them still more secure from the effects of shot, four large quarter-fishes are girthed upon them. Although none of her masts, except her mizen topgallantmast, were shot away, the rigging of the United-States was much cut. The reason that the american frigate had to refill her cartridges, all of which had been expended in the action, has already appeared;† and one of her officers, in a letter to a friend, exhibits the practical advantages of sheet-lead cartridges in the statement, that, during the time the Macedonian was firing 36 broadsides, the United-States fired 70. But an allowance must here be made for the inability of the Macedonian, during a third at least of the action, to bring more than a few of her bow-guns to bear. Damage to United-States.

We shall, as in the case of the Guerrière, exclude from the broadside force, the Macedonian's boat-carronade. We might be justified in doing the Guns of each ship in broadside.

* Marshall, vol. ii. p. 1012. † See p. 149.

1812. Oct. same with the two french 8-pounders; for, it appears, they " were only fired once, the solder, by which pieces of metal for securing the locks had been affixed to them, having run the first discharge, and filled the touch-holes."* With respect to the United-States, we shall exclude her top-guns, although, during the time the close action lasted, they were used incessantly and with considerable effect, the shot from them frequently passing through the Macedonian's decks as she rolled; but the travelling carronade, having a port expressly fitted for its reception,† we shall estimate as a part of the broadside force, and consider to have been an 18-pounder, although we are doubtful if it was not a 24. Captain Carden appears to think that he has underrated the crew of the United-States, and that the number, instead of being 478, as expressed in his official letter, ought to be 509, "the officers' names not being entered in her victualling book."* We differ from him on this point, and shall abide by his official statement; allowing four boys, although one only was seen, and he was at least 17 years of age.

Error respecting the tonnage of the United-States.

Upon the authority of a statement made by captain Carden, Mr. Marshall has represented the size of the United-States to be "1670 tons," as "taken from the register of New-York dock-yard."* In the first place, there was no national dock-yard at New-York, until long after the United-States was launched. Secondly, that frigate, as we have already shown, was built at Philadelphia. Thirdly, 1670 tons, american measurement, which the statement must mean, if it means any thing, would be equal to 1800 english; thus swelling the american 44-gun frigate to a most extravagant size indeed. In direct opposition to this, a british officer of distinction was informed by an officer belonging to the United-States, at a time when there was no motive to deceive, that that frigate measured between 1400 and 1500 tons; which, allowing for the difference

* Marshall, vol. ii. p. 1013. † See p. 7.

already pointed out between british and american tonnage, nearly agrees with our account. Had the note subjoined by Mr. Marshall, in support of the accuracy of the "1670" set forth in his text, run thus, we think it would come near to the truth; "Taken from the columns of the New-York Daily Advertizer;" for we recollect seeing some statement of the kind in a New-York paper, but then it was in the form of an extract from an english paper, and was merely given at length, in order that the american editor might expose its absurdity. 1819. Oct.

Mr. Marshall has also inserted the following passage respecting the scantling of the United-States. "The United-States was superior to any ship of her class in the american navy. Her sides, on the cells of her maindeck ports, were of the same scantling as our 74-gun ships on their lowerdeck port-cells, composed of live-oak; and her sides such a mass of this wood, that carronade grape would scarcely penetrate them. She was termed the 'Waggon of the american navy,' from her thick scantling, having been orginally intended for a larger class ship; and her masts were precisely of the same dimensions as those of our then second-class 74s."* Into this subject we have already fully entered; but we believe the nickname of Wagon was given to the United-States on account of her being, in comparison with her two class-mates, a slow sailer; and we well remember asking an American the reason of her being so named, and receiving for a reply, "Because she was built by an Englishman." In further proof that the United-States was built of larger scantling than the President, commodore Chauncey, as we stated more than nine years ago, in a conversation respecting the capture of the President, held with some british naval officers since the peace, declared, that he would much rather fight a battle in the frigate United-States, because her sides were stouter than Some additional account of her scantling.

* Marshall, vol. ii. p. 1013.

1812. Oct. those of the President, and she would, he thought, stand a longer battering.

COMPARATIVE FORCE OF THE COMBATANTS.

		MACEDONIAN.	UNITED-STATES.
Broadside-guns.....	No.	24	28
	lbs.	538	864
Crew (men only).....	No.	254	474
Size.....	tons	1081	1533

Remarks on the relative force.

A greater disparity, in broadside weight of metal, than even in the Guerrière's case: what then must have been the disparity, when the Macedonian's carronades had become disabled? There was, however, in this case, no deteriorated powder to weaken the effect of the remaining guns; and yet the shot from them made very little impression upon the hull or masts of the United-States. This state of impunity, as well as much of the opposite effect produced on board the british frigate, was attributable, after the first opportunity of closing had been missed by the Macedonian, to the Parthian or retreating mode of fighting adopted by her antagonist. Had the United-States brought to in a bold, and, considering her great superiority of force, becoming manner, the action would have been sooner decided, and the disparity between the two ships, in point of execution, not have been so great. No imputation rests upon the Macedonian's crew, for, to the very last, they behaved well; nor could the gallantry of the first lieutenant, David Hope, be well exceeded: he was severely wounded in the leg at the commencement, and more severely still in the head towards the close, of the battle, and then taken below, but was soon again on deck, filling his post as became a brave officer.

Quality of the crew of the United-States.

The crew of the United-States were the finest set of men ever seen collected on ship-board. Had captain Decatur and his five lieutenants been below in the hold, there were officers enough among the ship's company to have brought the action to the same successful issue. As it was, however, the american captain and the american officers gained all

the credit, and pocketed the principal part of the cash; while the poor silly Britons, whose prompt attention to the sails, and steady perseverance at the guns, had contributed so mainly to the victory, slunk away in the back-ground, disowned by those whom they had so effectually served, and scorned and scouted by those, against whom they had so traitorously fought. 1812. Oct.

That a very great proportion of the crew of the United-States were british seamen, will have been assumed from our previous statements on the subject. That such was the fact was proved, by several of the Macedonian's men recognising old shipmates. One of the officers' servants, a young lad from London, named William Hearne, actually found among the hostile crew his own brother! This hardened traitor, after reviling the british, and applauding the american service, used the influence of seniority, in trying to persuade his brother to enter the latter. The honourable youth, with tears in his eyes, replied: "If you are a d—d rascal, that's no reason I should be one." It appears, likewise, that one of the Macedonian's quartermasters had served his time with many of the crew of the United-States, out of the ports of Sunderland, Shields, and Newcastle. The great proportion of british seamen among the crew of the american frigate accounted for so many of her guns being named after british ships, and some of the most celebrated british naval victories. "Captain Carden," says Mr. Marshall, observing 'Victory' painted on the ship's side over one port, and 'Nelson' over another, asked commodore Decatur the reason of so strange an anomaly; he answered, 'the men belonging to those guns served many years with lord Nelson, and in the Victory. The crew of the gun named Nelson were once bargemen to that great chief, and they claim the privilege of using his illustrious name in the way you have seen.' The commodore also publicly declared to captain Carden, that there was not a seaman in his ship, who British seamen among them.

1812. Oct. had not served from five to 12 years in a british man of war."* After reading this, we naturally take up the "Register," which has already been so useful to us, to see of what state commodore Decatur was a native: we find, as we expected, that he did not come so far north as captain Hull, having been born in Maryland, Virginia.

Behaviour of commodore Decatur to captain Carden and his officers

"The manner," says Mr. M., "in which captain Carden was received by his generous enemy, after the surrender of the Macedonian, is worthy of mention. On presenting his sword to commodore Decatur, the latter started back, declared he never could take the sword of a man who had so nobly defended the honour of it, requested the hand of that gallant officer, whom it had been his fortune in war to subdue, and added that, though he could not claim any merit for capturing a ship so inferior, he felt assured captain Carden would gain much, by his persevering and truly gallant defence. The commodore subsequently gave up all the british officers' private property, extending his generosity to even a quantity of wine, which they had purchased at Madeira for their friends in England."† That commodore Decatur should have held out his hand to captain Carden, will not be considered surprising, when we state that, not many months before, the two officers had met as friends in Chesapeake bay; nor will it appear extraordinary that, on seeing his old acquaintance, the former should have "started back," especially when he recollected the opinion which captain Carden, in some friendly disputation about the relative force of their two frigates, had given, respecting the comparative effectiveness of 18 and 24 pounders. Commodore Decatur's treatment of the Macedonian's late officers, and his behaviour about the wine, was certainly very creditable to him: we may perhaps come to something presently, which will be, in the language of the law, a good set-off.

With the profusion of stores of every sort which

* Marshall, vol. ii. p. 1019. † Ibid. p. 1014.

was to be found on board the american frigate, with so many able seamen that could be spared from her numerous crew, and with all the advantages that a fortnight's calm weather gave him, it took the whole of that time to place his prize in a seaworthy state; a clear proof how much she had been shattered. That service accomplished, the two frigates, the Macedonian under the command of lieutenant William Henry Allen, late first of the United-States, made sail towards the coast of America. Owing to adverse and baffling winds, the ships were until noon on the 4th of December, ere they came in sight of New-London lighthouse, on their way through the Sound to New-York. Singular indeed was it, that these two frigates, one so crippled in her masts, should have been, during a passage of more than five weeks, not merely unmolested, but, as far as we know, unseen, by a single british cruiser. On her arrival at New-York, the Macedonian was of course purchased by the american government, and, being nearly a new ship, (built in 1810,) became a great acquisition to the republican navy; in which, under the same name, she was rated as a 36-gun frigate, and was the smallest ship of her class.

1813. Dec. 4.

Time taken to refit the Macedonian.

The two frigates arrive at New-York.

It was not enough for the lieutenants, petty-officers, and seamen of the frigate United-States, to try the effect of their eloquence upon the late crew of the Macedonian; commodore Decatur must use his personal endeavours to inveigle them into the service of their country's enemy. On arriving off New-London, as if the shrewd-inspiring air of Connecticut had already begun to exert its influence, the commodore sent the british officers on shore on their parole; meaning to carry the Macedonian's late crew with him to New-York. These he threatened to put in the prison-ship there, if they did not immediately enlist. Fortunately for the poor fellows, some delay arose in the two ships moving from before New-London; and, in the mean time, the british officers on shore became acquainted with the very honourable

Attempts made to get the british crew to enlist.

1812. Oct. scheme of an american officer, "who," says captain Brenton, "was an ornament to his country."* The officers remonstrated with the commodore on the subject, and returned on board. The consequence was, that the seven or eight foreigners, who were fiddlers and trumpeters on board the Macedonian, and three or four others of her late crew represented as Americans, were all that entered the american service.

Letter of capt. Decatur.

In his letter to the secretary of the american navy, captain Decatur gives his prize, "49 carriage-guns;" thus officially reckoning, for the first time, we believe, a boat-carronade found on board a captured frigate. He describes the Macedonian to be of the "largest class." What then must the United-States be, that was full one-fourth larger? He says: "The enemy, being to-windward, had the advantage of engaging us at his own distance, which was so great, that for the first half hour we did not use our carronades, and at no time was he within the complete effect of our musketry and grape; to this circumstance, and a heavy swell, which was on at the time, I ascribe the unusual length of the action." In answer to this, captain Carden says, that one of the first shot that struck the Macedonian was a 42-pounder, which killed the sergeant of marines.† "The damage," says the commodore, "sustained by this ship was not such as to render her return into port necessary; and, had I not deemed it important that we should see our prize in, should have continued our cruise."

His reward for his victory.

Not a word is there in commodore Decatur's letter to lead the public to suppose, that he had captured a ship of "inferior force."‡ What he may have said in private was one thing; what he was magnanimous enough to tell to the world is another. His end was answered. The national legislature of the United States voted their thanks to commodore Decatur, his officers, and crew; also a gold medal to the commodore, and silver medals to each of the officers,

* Brenton, vol. v. p. 61. † Marshall, vol. ii. p. 1013.

‡ See p. 174.

in honour of "the brilliant victory gained by the frigate United-States over the british frigate Macedonian." A special committee also determined, that the Macedonian was quite equal to the United-States; and, an act of congress of the 28th of June, 1798, having provided that, "if a vessel of superior, or equal force, shall be captured by a public-armed vessel of the United States, the forfeiture shall accrue wholly to the captors," the amount of the Macedonian's valuation, 200000 dollars, was paid over to commodore Decatur, his officers, and crew. 1812.

Trial of and sentence upon captain Carden and his officers

In March, 1813, captain Carden, his officers, and surviving crew arrived from the United States at the island of Bermuda, and on the 27th of the succeeding May were tried for the loss of their ship. The following was the sentence pronounced: "Having most strictly investigated every circumstance, and examined the different officers and ship's company; and having very deliberately and maturely weighed and considered the whole and every part thereof, the court is of opinion; that, previous to the commencement of the action, from an over anxiety to keep the weathergage, an opportunity was lost of closing with the enemy; and that, owing to this circumstance, the Macedonian was unable to bring the United-States to close action until she had received material damage. But, as it does not appear that this omission originated in the most distant wish to keep back from the engagement, the court is of opinion, that captain John Surman Carden, his officers, and ship's company, in every instance throughout the action, behaved with the firmest and most determined courage, resolution, and coolness; and that the colours of the Macedonian were not struck, until she was unable to make further resistance. The court does therefore most honourably acquit captain John Surman Carden, the officers, and company of his majesty's late ship Macedonian, and captain Carden, his officers, and company, are hereby most honourably acquitted accordingly. The court cannot

1814. Oct. dismiss captain Carden, without expressing their admiration of the uniform testimony which has been borne to his gallantry and good conduct throughout the action, nor lieutenant David Hope, the senior lieutenant, the other officers and company, without expressing the highest approbation of the support given by him and them to the captain, and of their courage and steadiness during the contest with an enemy of very superior force; a circumstance that, whilst it reflects high honour on them, does no less credit and honour to the discipline of his majesty's late ship Macedonian. The court also feels it a gratifying duty to express its admiration of the fidelity to their allegiance, and attachment to their king and country, which the remaining crew appear to have manifested, in resisting the various insidious and repeated temptations which the enemy held out to them, to seduce them from their duty; and which cannot fail to be duly appreciated."

Difficulty of giving details in defeated cases.

Of all the cases recorded in these pages, none are so difficult to render intelligible as those in which british ships are defeated; first, because there is seldom any official letter, and next, because there is never any log, to refer to for particulars. It is true that, in each of the three frigate cases with America, an official letter was allowed to appear in the London Gazette; but, of all three, (including, with the letter of captain Dacres, his address to his court-martial,) the letter of captain Carden is the most barren of details. It happens, also, that the letter of commodore Decatur, and the other american accounts of this action, are equally brief and unsatisfactory. Thus limited in means, we drew up and published our first account nearly nine years ago. It now appears, for the first time, that we overrated the Macedonian's force by giving her 18 carronades, 32-pounders, instead of 16, with two long twelves; making a difference in the broadside-force of just 21 lbs. This very important oversight, and the strictures we were induced to pass upon what we supposed to be

the unskilfulness of the Macedonian's crew, have given rise to a very intemperate letter. The mistake about the guns is too trivial to notice; but we readily acknowledge, that we were wrong in supposing that the crew of the Macedonian were unpractised or inexpert gunners: we have shown, we trust pretty clearly, what it was that occasioned their powder and shot to be so wastefully employed. The very first clause in the sentence of the court-martial fortunately bears us out in our statement; and we certainly feel much indebted to captain Carden, as well for the opportunity he has afforded us of amending our former account in that important particular, as for the stimulus he has given us to seek and obtain some additional facts connected with the action between the Macedonian and United-States. 1812. Oct.

We have, as will be seen, borrowed a few paragraphs relating to this action from each of our two contemporaries, the post-captain and the lieutenant. The latter, whether he intends to bestow his praise or his censure, always alludes to us, in a becoming manner, by name; but the former usually prefers the indirect and, he will excuse us for adding, american fashion, of leaving his meaning to be "guessed" by the epithet he applies. Accordingly, captain Brenton says: "It need scarcely be noticed, that captain Carden has been accused by a very incompetent judge of running down to bring his enemy to action, in a heedless and confident manner. He ran into action as his brother officers had done, and will do again, to fight his enemy and decide the day as quickly as possible: how could captain Carden have closed sooner, &c." "His conduct has therefore been most cruelly misrepresented." "A court-martial acquitted him, his officers and crew, of all blame for the loss of the ship."* If we add a very fine compliment to commodore Decatur, and an account of his death, which took place 10 or 12 years afterwards, we have nearly all that is comprised in captain Brenton's account of Capt. Brenton's account.

* Brenton, vol. v. p. 60.

1812. the Macedonian's capture. Not a word is there to show on which tack the ships fought; when they began, or when they ended, the action, or how long it continued.

President and Congress take Swallow packet.

Commodore Rodgers and his two frigates and brig-sloop now demand our attention. The Argus parted company on the same day as the United-States. On the 15th, when near the great bank of Newfoundland, the President and Congress fell in with and captured the Jamaica homeward-bound packet Swallow, with a considerable quantity of specie on board. On the 31st, at 9 A. M., latitude 32°, longitude 30°, they fell in with the british 36-gun frigate Galatea, captain Woodley Losack, having under her charge two South-sea whalers, the Argo and Berkeley, with which she had sailed from the island of Ascension on the 3d. At this time both parties were standing on the starboard tack, the Galatea, with the Berkeley in tow, to-windward. Casting off her tow, the Galatea bore down to reconnoitre; and at 10 A. M., discovering that the two strangers were enemies, she made the signal to her convoy to make the best of their way into port. Having arrived within about four miles upon the weather beam of the President, who with the Congress, in close line astern of her, was still on the starboard tack hastening to get to-windward, the Galatea hauled up on the same tack. The two american frigates now displayed their colours, and the commodore hoisted his broad pendant. Fortunately for the Galatea, captain Losack had heard of the war three days before from the outward-bound indiaman Inglis.

Fall in with Galatea and two whalers

Take one whaler, but suffer the frigate to escape.

At about noon the President tacked, as if to get into the wake of the Galatea; who began to be apprehensive that she should be placed between her two enemies, and was only relieved when she observed the Congress tack in succession. Shortly afterwards the Galatea herself tacked, and did so again upon the american ships tacking towards her. The Galatea now edged away, to get upon her best

point of sailing: and just at this moment the Argo, having bore up, in the vain hope of crossing the hawse of the american frigates and escaping to-leeward, was intercepted by them. After the two frigates had lain to a long time, and witnessed, with apparent unconcern, the gradual departure of the Galatea, the President filled and made sail, but in such a manner as clearly indicated, that the commodore did not like to proceed in chase of the sister-ship of the Belvidera, unaccompanied by his consort. The President set her topmast studding-sails, then her topgallant, and lastly her lower studding-sails, and, as soon as it became dark, took all in and hauled to the wind. The Galatea of course escaped, although, being 93 men short of complement, she could scarcely have resisted an attack by the smaller of the two american frigates. 1812. Dec.

From the 1st to the 30th of November the President and Congress did not see a sail. They subsequently cruised between Bermuda and the Capes of Virginia, and on the 31st of December anchored in the harbour of Boston; having, in the course of their 84 days' unsuccessful cruise, been as far to the eastward as longitude 22° west, and to the southward as latitude 17° north. Soon after the arrival of these frigates at Boston, 25 of the crew of the Congress went on the quarterdeck to deliver themselves up as Englishmen. Captain Smith, who though an Englishman by birth, was an American by education, cunningly answered, "Very well; you shall go in the first cartel to Halifax, and be put on board the guard-ship there." The men replied, "Oh, no, we don't wish to be sent to a man of war, as we are nearly all deserters from the king's service, but we wish for our discharge to go on shore." This the american captain refused, saying, "If you are Englishmen, you shall be sent to an english man of war." They added: "Rather than be punished for our desertion, we will remain where we are." They consequently all took the oath of allegiance to America,

Arrival of the two american frigates at Boston.

Capt. Smith of the Congress and the british seamen of his crew.

1812. Dec. except five, who, having never been in a british ship of war, departed with some prisoners which the two frigates had made in their cruise. Had those 20 men succeeded in obtaining their discharge, so as to have gone ashore and got to England in the best manner they could, it was understood that nearly 100 more on board the Congress would have immediately followed their example.

Commodore Bainbridge sails from Boston for South Seas.

Aware of the injury that would accrue to british commerce by the presence of an enemy's squadron in the South Seas, the american government ordered commodore William Bainbridge, in the absence of captain Hull, who wished to attend to his private affairs, to proceed thither with the Constitution, and the Hornet, captain James Lawrence; calling off St.-Salvador, on the coast of Brazil, for the Essex, captain Porter, who had been directed to join them at that rendezvous. On the 27th of October the Essex sailed from the Delaware; and on the 30th the Constitution and Hornet sailed from Boston. Towards the latter end of December commodore Bainbridge arrived off St.-Salvador; and, not finding the Essex at the rendezvous, sent the Hornet into the port to make inquiries respecting her. On the 29th of December, at 2 P. M., latitude 13° 6′ south, longitude 30° west, while lying to about 10 leagues off the coast, waiting to be joined by the Hornet, then seen approaching from the coast, the Constitution descried in the offing the british 38-gun frigate Java, captain Henry Lambert, having in tow the american merchant ship William, which she had recently captured.

Constitution and Hornet arrive off St.-Salvador, and fall in with Java and her merchant prize.

Inef-fective way in which the Java had been manned.

A little of the previous history of the Java may render more intelligible the details that are to follow. On the 17th of August, in the present year, the late french frigate Renommée,* under the name of Java, was commissioned at Portsmouth by captain Lambert, in order to carry out to Bombay the newly appointed governor, lieutenant-general Hislop, and

* See p. 37.

suite, together with a supply of stores, particularly of copper, for the Cornwallis 74, and Chameleon and Icarus 10-gun sloops, building at Bombay. There was no difficulty in commissioning the ship, in calking her sides and decks, in fitting up her accommodations, in putting on board her 46 guns, or her stores for the voyage, or for the new ships building; but there was a difficulty in providing her with a crew. Officers, and a few petty-officers, were soon obtained. The ship's 50 marines also came on board; and, although 18 of the number were raw recruits, they were upon the whole a good set of men. Then came about 60 Irishmen, who had never smelt salt water, except in crossing from their own shores to England. As a fine addition to a crew that, in less than a month after the ship sailed, might have to fight an american frigate similar to that which had taken the Guerrière, a draught of 50 disaffected wretches came on board from the 18-gun ship-sloop Coquette, lying at Spithead. Pressgangs and the prison-ships furnished others not much better. As to boys, the established number, 23, was easily filled up; and, at length, 292, out of a complement of 300, men and boys were got together. 1812.

Feeling as every brave officer must feel, captain Lambert remonstrated about the inefficiency of his ship's company; but he was told that a voyage to the East Indies and back would make a good crew. It was in vain to urge the matter further; and, as some slight amendment to the Java's crew, eight seamen were allowed to volunteer from the Rodney 74. Thus, out of a complement of 300 men and boys, the whole number of petty-officers and men, exclusively of those of the former that walked the quarterdeck, who had ever been present in an action, amounted to fewer than 50. Here was a ship's company! As several officers and men were to come on board as passengers, some hopes were entertained that these might compensate for the worthlessness of the crew; but, of the 86 supernumeraries, a very large proportion turned out to be marine-society boys. Remonstrance of capt. Lambert on the subject

1812. Dec. Manned in this way, with a total of 397 persons of every description, the Java, on the 12th of November, set sail from Spithead, having in charge two outward-bound indiamen. On the 12th of December the Java captured the american ship William, and placed on board a master's mate and 19 men, (the latter of some experience, undoubtedly, or they would have been of no use there,) with orders to keep company. On the 24th, being rather short of water, and being unable, without much difficulty, to get at what remained in the hold, on account of some articles of stores that laid over the casks, captain Lambert determined to put into St.-Salvador. With this object in view, the Java altered her course; but the two Bombay ships, not wishing to go so far out of their way, parted company, and proceeded alone on their voyage.

Sails from Spithead and captures a prize.

Hitherto, owing to the necessity, in a newly fitted ship, of setting up the rigging, to the length of time, that a crew so inexperienced as the Java's would expend in the operation, to the number of other extra duties required on board a fighting ship so loaded and lumbered as the Java, and, particularly, to a succession of gales of wind since the day of departure, the men had only been exercised occasionally at training the guns. But, as the ship was now approaching a coast, where there was a probability of falling in with an enemy's frigate, french or american, captain Lambert, on the 28th, ordered the crew to be exercised at firing the guns. Accordingly, for the first time since she had become a british frigate, the Java, on that evening, discharged six broadsides of blank cartridges. With the majority of the crew, of course, those six broadsides were the first they had ever assisted in firing. What a crew to go into action, not with an american frigate a third superior, but with a french frigate barely their equal! Previously to his departure from Portsmouth, captain Lambert had actually declared to some of his friends, that, owing solely to the ineffective state of his crew, he did not

Crew of Java take their first lesson at the guns.

consider himself equal to any french frigate he might meet. 1812. Dec.

Having no private brass guns, like the Macedonian, and no pair of long 18-pounders forward to bring down her head like the Guerrière, the Java mounted no more, including 16 carronades, 32-pounders, and two long nines, than her 46 guns and a boat-carronade. Since her action with the Guerrière, either because the ship was beginning to hog, or for some unexplained reason, the Constitution had disarmed herself of two of her 32-pounder carronades, and taken on board one 18-pounder carronade fitted on a travelling carriage; and for which, as has already been shown, she had more than one pair of spare ports. Guns of the two frigates

Casting off the William, with directions to her to proceed to St.-Salvador, the Java, soon after 8 A. M., with the wind blowing moderately from the north-east, bore up in chase of the Constitution, then in the south-south-west, standing on the larboard tack. At 10 A. M. the Java made the private signals, english, spanish, and portuguese, in succession; none of which were answered. At 10 h. 45 m. the Constitution tacked to the northward and westward, and stood for the Java; whom captain Bainbridge took for his expected consort, the Essex. At noon, when about four miles distant, the Constitution hoisted the private signal. Having kept it flying 10 minutes, and finding it not answered, the Constitution wore from the Java, as the american account states, to avoid being raked; and, again setting her mainsail and royals, kept away about two points free, in order, as commodore Bainbridge says, to draw the Java from her consort, the William merchantman, then standing in for the land, and supposed probably to be another ship of war. Java casts off the William and chases the Constitution. Each frigate hoists her colours and prepares for the combat

Hauling up, the Java steered a course, parallel to that of the Constitution, and gained upon her considerably; but, the breeze freshening, the Java, who was then going 10 knots, lay over so much, that she was obliged to

1812. Dec. take in her royals. At about 1 h. 30 m. P. M. the Constitution, who found no inconvenience from carrying her royals, hoisted a commodore's pendant at the main, one american ensign at the mizen peak and another at the main topgallantmast-head, also an american jack at the fore. At 1 h. 40 m., by which time the Java had closed her within two miles, the american frigate shortened sail to top and topgallant sails, jib, and spanker, and luffed up to the wind. The british frigate now hoisted her colours, consisting of an ensign at the mizen peak, one union jack at the mizen topgallantmast-head, and another lashed to the main rigging; and, putting herself under top and topgallant sails, jib, and spanker, the Java stood for the Constitution, then bearing about three points on her lee bow.

Constitution opens her fire, and action commences.

At 2 h. 10 m. P. M., when by her lasking course the Java had approached within half a mile of the Constitution, the latter opened a fire from her larboard guns; the shot from which, as a proof of their good direction, splashed the water against the Java's starboard side. Not being so close as he wished, captain Lambert stood on until within pistol-shot on the Constitution's weather or larboard bow; when, at 2 h. 20 m. P. M., having received a second broadside, which, because the guns were now elevated too much, as before they had been too little, passed over her, the Java discharged a broadside in return. Almost every shot of this broadside took effect. The Constitution had her wheel knocked away, besides receiving other damage, and lost four men killed and several wounded.

Constitution wears from the Java's fire.

Dreading a repetition of this warm salute, the american frigate, having fired her third broadside without much effect, wore in the smoke to get further to-leeward. As soon as she discovered that her wary antagonist was running before the wind, the Java made sail after her; and at 2 h. 25 m. P. M.,* the Constitution, and then the Java, having

* See diagram at p. 192.

come round on the starboard tack, the two frigates again exchanged broadsides. Again the Constitution wore to get away. The Java wore also; and at 2 h. 35 m., passing slowly under the latter's stern, with her larboard main yard-arm over the Constitution's taffrail, which, owing to the height of her lower battery from the water and her being nearly eight feet between decks, was nearly as high as that of the 74-gun ship Plantagenet,* the british frigate might have raked the american frigate in a most destructive manner.† But, either panic-struck at the sight of so large and formidable a ship, or unable, from sheer ignorance, to appreciate the value of the opportunity thus afforded them of reducing the strength of their antagonist, the Java's crew did not fire a gun, except the 9-pounder on the forecastle; and that was pointed and discharged by lieutenant James Saunders, one of the supernumerary officers. The Constitution had now the weather-gage; but this did not suit her long-shot tactics: the american frigate therefore made sail free on the larboard tack, followed by the british frigate; who, at 2 h. 40 m., luffing up, crossed again, but in an oblique manner, the Constitution's stern, and fired, this time, two or three of her foremost starboard guns. 1812. Dec. Proof of the worthlessness of the Java's crew.

At 2 h. 43 m. P. M., feeling ashamed of thus avoiding an antagonist so much inferior in size and force to himself, or impelled by his officers, some of whom, perhaps, hinted at the powerless state of the Java's battery, as recently witnessed, commodore Bainbridge, as he tells us in his journal, "determined to close with the enemy notwithstanding his raking." The Constitution accordingly hauled on board her fore and main tacks, and luffed up for her opponent. On arriving abreast of the Java, who had stood on upon the larboard tack, and now lay close to-windward, the Constitution shortened sail and engaged her. At Constitution closes her for a short time, but again wears.

* Built, as well as the Courageux, without a poop.

† See diagram.

1812. Dec. 2 h. 52 m. P. M., having shot away the head of the Java's bowsprit,* the american frigate repeated her favourite manœuvre; and, wearing in the smoke, was not perceived until nearly round on the starboard tack. Having now neither jib nor foretopmast staysail, the Java, as the quickest mode to get round in pursuit, hove in stays, hoping to do so in time to avoid being raked; but, from the operation of the same cause that had brought her so readily to the wind, the want of head-sail, the ship paid off very slowly. At 2 h. 55 m.,† luffing sharp up, the Constitution set the Java's men a good example, by discharging, within the distance of about 400 yards, a heavy, but, as it happened, not a very destructive, fire into the british frigate's stern. This salute the Java, as she fell off, returned with her larboard guns. Immediately on receiving their fire, the Constitution wore round on the larboard tack, and was followed by the Java; who, as quickly as she could, ranged up alongside to-windward, as yet, not much the worse for her 40 minutes' engagement with an antagonist, that ought, in the time, to have knocked her to shatters.

The two engage broadside to broadside.

At 2 h. 58 m. P. M., being again abreast of each other, and within pistol-shot distance, the two frigates mutually engaged: so much, however, to the disadvantage of the Java, that, in the course of 10 minutes, her rigging was cut to pieces, and her fore and main masts badly wounded, her master carried below wounded, and several other officers and men killed or wounded. In this state, captain Lambert determined on boarding, as the only chance of success left. With such intent, the Java, at 3 h. 8 m. P. M., bore up, and would have laid the Constitution on board at her larboard main chains, had not the foremast at that instant fallen; and which, by its

Java failed in attempt to board.

* The american account says the jib-boom had just before got foul of the Constitution's mizen rigging, but this fact does not appear in the english account.

† See diagram.

weight and the direction of its fall, crushed the fore-castle, and encumbered the principal part of the maindeck. The remains of the Java's bowsprit, passing over the Constitution's stern, caught in her starboard mizen rigging, and brought the ship up in the wind, whereby the opportunity to rake, as well as to board, was lost. 1812. Dec.

The Java now lay at the mercy of her antagonist; who, at 3 h. 15 m. P. M.,* wearing across her bows, raked her with a very heavy fire, and shot away her main topmast; the wreck of which and of the fore-mast rendered useless the greater part of the star-board guns. Running past her unmanageable, and now nearly defenceless, opponent to-leeward, the Constitution, at 3 h. 20 m. P. M., luffed up and raked her on the starboard quarter; then wore round on the larboard tack, and, resuming her position, fired her larboard broadside with most destructive effect. At 3 h. 30 m. P. M.† captain Lambert fell, mortally wounded in the left breast by a musket-ball from the Constitution's main top, and was carried below. The command of the Java then devolved upon lieutenant Henry Ducie Chads; who, although he had been painfully, but not dangerously, wounded since the commencement of the action, still remained on deck, animating the surviving officers and crew by his noble example. Constitution rakes her destructively. Capt. Lambert killed.

At 3 h. 50 m. P. M. the Java had her gaff and spanker-boom shot away, and at 4 h. 5 m. her mizen-mast. All this while, the Constitution lay on the Java's starboard quarter, pouring in a tremendous fire of round, grape, and musketry. The Constitution, from the damaged state of her rigging, ranging ahead, and the Java, from the fall of her mizenmast, falling off a little, the two frigates again became opposed broadside to broadside. Whether inspirited by the intrepid conduct of the Rodney's eight seamen and a few others, (who almost fought the main Java completely dismasted

* See diagram.
† Ibid.

1812. Dec. deck,) or recovered from their panic by knowing that the chief of the slaughter had hitherto fallen among their comrades on the deck above, the men at the Java's 18-pounders began blazing away with the utmost animation; blazing, indeed, for, the wreck lying over the guns on that side, almost every discharge set the ship on fire. Having effectually done her work, the Constitution, at 4 h. 25 m. P. M.,* made sail ahead out of gun-shot, to repair her damages; leaving the Java a perfect wreck, with her mainmast only standing, and that tottering, her main yard gone in the slings, and the muzzles of her guns dipping in the water from the heavy rolling of the ship in consequence of her dismasted state. Mistaking the cause of the Constitution's running from them, or becoming more attached to their new occupation by the few hours' practice which they had had, the tyro ship's company of the Java cheered the american frigate, and called to her to come back.

Constitution makes sail out of gun-shot.

While, with far more care than appeared to be requisite, considering that the loss of her maintop-sail yard, with some cut rigging, was the only visible injury she had sustained, the Constitution lay at a distance on the Java's weather and larboard bow, getting ready to give the finishing blow to this, by her means chiefly, protracted contest, the Java, with one union jack lashed to the stump of her mizen-mast, and another, where, notwithstanding the assertion of commodore Bainbridge, that it was down when he shot ahead, it had remained during all the action, in her main rigging, was busied in clearing away the wreck of her masts and putting herself in a state to renew the action, as soon as her antagonist, with whom the option lay, should readvance to the attack. The Java's first endeavours were to get before the wind: with this view, a sail was set from the stump of the foremast to the bowsprit; and, as

Java's crew clear the wreck.

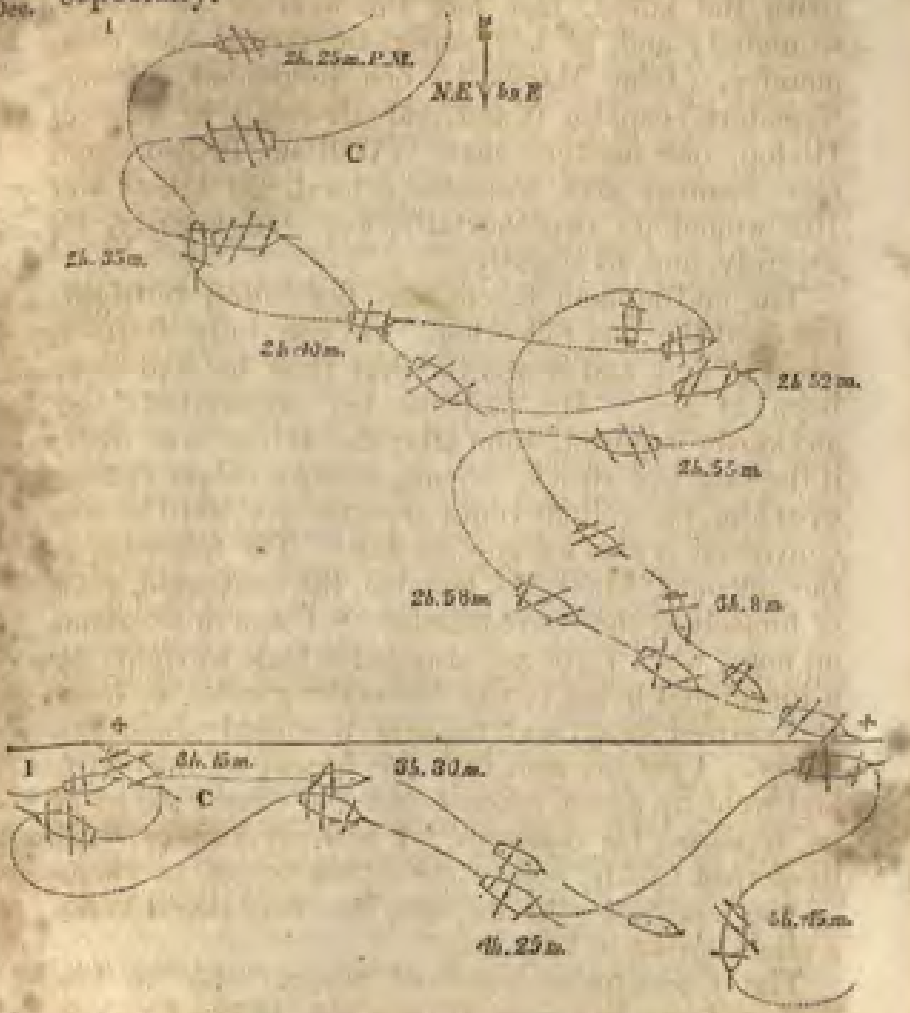
* See diagram.

the weather main yard-arm still remained aloft, the main tack was got forward. A topgallantmast was also got from the booms, and begun to be rigged as a jury foremast, with a lower studding-sail for a jury foresail; when, owing to the continued heavy rolling of the ship, the mainmast was obliged to be cut away, to prevent its falling in-board. This was at 4 h. 40 m. P. M.; and in half an hour after that service had been executed, the Constitution wore and stood for the hulk of the Java; whose crew, with very creditable alacrity, had reloaded their guns with round and grape, and seemed, notwithstanding their almost hopeless state, far from dispirited. 1812, Dec. Constitution stands towards her.

At 5 h. 45 m. P. M., full three hours and a half from the commencement of the action, the Constitution placed herself in a very effectual raking position, close athwart the bows of her defenceless antagonist. Having, besides the loss of her masts and bowsprit as already mentioned, had six of her quarterdeck, four of her forecastle, and several of her maindeck, guns disabled, the latter chiefly from the wreck lying over them, all her boats shot to pieces, her hull shattered, and one pump shot away, and having also much water in the hold, the british frigate, as a measure that could now no longer be delayed, lowered her colours from the stump of the mizen-mast; and at 6 P. M. the Java was taken possession of by the Constitution. Java surrenders.

The following diagram is meant to illustrate the numerous evolutions in this action, from 15 minutes after its commencement at 2 h. 10 m., to the Java's surrender at 5 h. 45 m. P. M. Some of the dates will be found slightly to disagree with those specified either in the british or the american official accounts. This has been done to bring the two accounts nearer together, but great care has been taken in marking the relative time, which is by far the more material consideration. The remarks formerly made respecting the impracticability of giving the proper elongation to the tracks, or dotted lines, apply to this Diagram of the action.

1813. Dec. diagram, to the second or lower compartment of it especially.



Losses on board Java. Out of her crew, supernumeraries included, of 354 men and 23 boys, the Java had three master's mates, (Charles Jones, Thomas Hammond, and William Gascoigne,) two midshipmen, (William Salmond and Edward Keele,) one supernumerary clerk, (Thomas Joseph Matthias,) 12 seamen, and four marines killed, her captain, (mortally,) first lieutenant, (already named,) master, (Batty Robinson,) second lieutenant of marines, (David Davies,) boatswain, (James Humble, severely,) four of her midshipmen, 55

seamen, (one mortally,) four boys and 21 marines (with the killed, just half the number on board) wounded; and, of her supernumeraries, one commander, (John Marshall,) one lieutenant, (James Saunders,) captain Wood, aide-de-camp to general Hislop, one master's mate, (William Brown,) and nine seamen also wounded: total, 22 killed and 102 wounded; two mortally, five dangerously, 52 severely, and 43 slightly. 1812. Dec.

The midshipman Keele was not killed outright, but died the day following. He was only thirteen years of age, and it was the first time he had ever been at sea. He had his leg amputated, and anxiously inquired, soon after the action was over, if the ship had struck. Seeing a ship's colour spread over him, the gallant youth grew uneasy, until he was convinced it was an english flag. The following is the account, which Mr. Humble, the boatswain, gave of himself at the court-martial: "I was down about an hour, when I got my arm put a little to rights by a tourniquet being put on it—nothing else; my hand was carried away, and my arm wounded about the elbow. I put my arm into the bosom of my shirt, and went up again, when I saw the enemy ahead of us, repairing his damages. I had my orders from lieutenant Chads, before the action began, to cheer up the boarders with my pipe, that they might make a clean spring in boarding." Anecdote of a midshipman, also of the boatswain.

The Constitution received several shot in her hull, and also in her masts, particularly her fore and mizen masts; but these, the mainmast especially, were far too stout even to require fishing in consequence. Out of her eight boats, it is acknowledged that the ship, when the action ended, had only one left in a state to take the water; a tolerable proof that her damages were by no means so trifling as was afterwards represented by the Americans. From the same cause, the loss on board the Constitution, although stated by commodore Bainbridge at only nine killed and 25 wounded, must have been quite as much as Damage and loss on board Constitution.

1812. Dec. the british official account makes it: 10 men killed, her fifth lieutenant, Mr. John C. Aylwin, (the same who was wounded as master in the Guerrière's action,) and four men mortally wounded, the commodore wounded slightly, and about 42 others, most of them severely. Having none of her men absent in prizes, the Constitution had on board her full complement, besides two or three supernumeraries; making 477 men and three (as we shall say, although one only, a lad of 17, was seen) boys. By adding about 100 men to the Guerrière's crew, the "Comparative force" in her action will suffice to refer to on the present occasion.*

Remarks on the action.

The Constitution captured the Java certainly, but in so discreditable a manner, that, had the latter been manned with a well-trained crew of 320 men, no doubt remains in our mind, and we have considered the subject seriously, that, notwithstanding her vast superiority of force, the american frigate must either have succumbed or have fled. Indeed, if american report be worth attending to, captain Bainbridge, once during the heat of the action, had an idea of resorting to the latter alternative; but his first lieutenant, Mr. Parker, (a native of Great Britain, we have been informed,†) succeeded in dissuading him from the measure.

Disappointment of the Americans on boarding the Java.

If, on coming on board the Constitution, the surviving british officers were surprised at the immense force, both in matériel and personnel, to which they had so long been opposed, the american officers, on boarding the Java, were mortified at seeing the little screwed-up ship, (her sides tumbled in so, that she appeared, at the gangways, scarcely wider than the Hornet,) which had given them so much trouble to take. The thing, however, was done; and it only remained, by arts which none know better than Americans how to practise, to swell the victory into

* See p. 150.

† His name does not appear in the "Register" of 1816.

one of the grandest triumphs that any nation, except America, had hitherto gained. 1812. Dec.

Lieutenant Parker, the prize-master of the Java, having reported to the commodore her disabled condition, received orders, as soon as he had removed the prisoners and their baggage, to set the ship on fire. This tedious service, with only one boat to perform it, being at length accomplished, the Java, on the forenoon of the 31st, was set on fire; and the Constitution retired to a distance to avoid the effects of the explosion. Now occurred a curious scene on board the Constitution. The Java was burning without the customary emblem of her newly-acquired national character. Not finding, as he had expected, an american flag among the Java's signals, and deeming it unnecessary, owing to the present distance between the ships, to send for one, lieutenant Parker left the Java burning without any colours at all. Scarcely had commodore Bainbridge recovered from the rage into which this, in point of national etiquette, very serious event had thrown him, than one of the two or three deserters, that had already entered on board the Constitution, informed him, that the Java had an immense quantity of specie in her hold. After a while some of the late officers of the Java, pitying the acuteness of his feelings, assured the american captain, that the cases contained neither gold nor silver, but copper. Java is set on fire by her captors

At about 3 P. M. the Java exploded; and that evening the Constitution, having quite refitted herself, made sail for St.-Salvador. Although entirely dismasted, the Java was not in such a damaged state in the lower part of her hull, but that the crew of a british frigate would have refitted her sufficiently for the voyage to America. But why did not commodore Bainbridge take her with him into that port? He carried thither, as a prize, the english schooner Eleanor; and the Hornet went in there with her recapture, the William. There is a mystery about the destruction of the Java, which we cannot pene- Blows up and Constitution sails for St.-Salvador.

1812. Dec. trate. Shortly after the Constitution had made sail from the scene of her exploit, her consort, the Hornet, hove in sight. Another british frigate to a certainty! Here was a scene of bustle and confusion. The swearing and blustering of the officers, and the free-and-easy nonchalance of the men, almost made the british officers smile notwithstanding their recent misfortunes. At length the Hornet approached near enough to be recognised, and some degree of order was restored.

Shameful treatment of Java's men.

The manner in which the Java's men were treated by the american officers reflects upon the latter the highest disgrace. The moment the prisoners were brought on board the Constitution, they were handcuffed. Admitting that to have been justifiable as a measure of precaution, what right had the poor fellows to be pillaged of almost every thing they possessed? True, lieutenant-general Hislop got back his valuable service of plate, and the other british officers were treated civilly. Who would not rather that the governor's plate, at this very time, was spread out upon commodore Bainbridge's sideboard, than that british seamen, fighting bravely in their country's cause, should be put in fetters, and robbed of their little all? What is all this mighty generosity but a political juggle, a tub thrown to the whale? Mr. Madison says to his officers, "Never mind making a display of your generosity, where you know it will be proclaimed to the world. If you lose any thing by it, I'll take care congress shall recompense you twofold. Such conduct, on the part of an american officer of rank, will greatly tend to discredit the british statements as to any other acts of yours not so proper to be made public, and will serve, besides, as an imperishable record of the national magnanimity and honour." One object the Constitution's officers missed by their cruelty. Three only of the Java's men would enter with them: the remainder treated with contempt their reiterated promises of high pay, rich land, and

liberty. Partly as a compliment for restoring his plate, and partly to induce commodore Bainbridge not to put into effect his threatened intention of retaining lieutenant Chads as a hostage for the due observance of the terms on which the other officers and men were about to be paroled, lieutenant-general Hislop presented the former with an elegant sword. 1812. Jan.

On the 3d of January, in the morning, the Constitution and Hornet arrived at St.-Salvador; where lay the William, recaptured by the latter. On that same day the commodore disembarked the prisoners received out of the Java, 355 in number, and captain Lawrence landed the 20 officers and men whom he had found on board the William; making a total, out of the original crew of the Java, of 375, or, with the 22 killed, of 397, men and boys. The death of captain Lambert and of one seaman, and the delivery up, to the governor of St.-Salvador, of nine portuguese seamen, reduced the number of prisoners out of the two prizes to 364. But the number paroled by commodore Bainbridge is officially reported by himself at 361. How is this? Why the commodore states, that he allowed "three passengers, private characters, to land without any restraint." But who were these "three passengers, private characters," so generously exempted from parole? No others, it would seem, than the three sailors of the Java, who had been fools enough to enter the american service. To deduct them from the amount of prisoners received, would be making the Java's complement appear three men short of what, by a proper arrangement of the figures, it could be proved to have been. To confess the fact, would never do. Therefore, the whole of the Java's passengers, naval, military, and civil, were paroled as "officers, petty officers, seamen, marines and boys," and the hiatus made by the three traitors was cleverly filled up by three nominal "passengers, private characters, whom the commodore did not consider prisoners of war, and permitted to land without any restraint;" and of whom, of course, no further

Cunning proceeding of commodore Bainbridge respecting the prisoners.

1812. Jan. account was taken. So that, as commodore Bainbridge officially declared, that the Java "certainly" had 60 killed; and, as he took no notice whatever of the recaptured ship William, his 361 paroled and 12 unparoled prisoners showed, in the clearest manner, that the Java, when the action commenced, had 433 men. But the commodore merely gives his prize "upwards of 400 men." What greater proof, then, can there be, of captain Bainbridge's modesty, as well as of his scrupulous regard not to overstep the bounds of truth?

Death and burial of capt. Lambert.

On the 4th the young and gallant captain Lambert breathed his last, and on the 5th was buried with military honours in Fort St.-Pedro, attended by the governor of St.-Salvador, the condé Dos Arcas, and the Portuguese in general, but not (will it be believed?) by either commodore Bainbridge or captain Lawrence, or by any of their respective officers. But the commodore afterwards made some amends for a piece of disrespect so marked and public, by writing the following private note to lieutenant-general Hislop. "Commodore Bainbridge has learned, with real sorrow, the death of captain Lambert. Though a political enemy, he could not but greatly respect him for the brave defence he made with his ship; and commodore Bainbridge takes this occasion to observe, in justice to lieutenant Chads, who fought the Java after captain Lambert was wounded, that he did every thing for the defence of that ship, that a brave and skilful officer could do, and that further resistance would have been a wanton effusion of human blood."

Constitution arrives at Boston

On the 6th, requiring more repairs than she could obtain in any foreign port, the Constitution got under way from St.-Salvador, and, breaking up her cruise to the Pacific, bent her course towards home; leaving the Hornet to blockade in the port the british sloop of war Bonne-Citoyenne. We shall by and by set this matter right, confining our attention at present to the Constitution; who, without any further event of consequence, anchored, on the evening of

the 15th of February, 1813, in the harbour of Boston. The reception given to commodore Bainbridge, his officers, and crew may readily be conceived; as well as the exaggerated accounts that were published of his victory. We shall merely state, that the congress of the United States voted 50000 dollars, and their thanks, to the captain, officers and crew of the Constitution; also a gold medal to commodore Bainbridge, and silver medals to each of his officers, with suitable devices. 1813. Feb.

Reception given to commodore Bainbridge by the citizens.

At this moment our eyes light upon a passage in a book before us, giving an account of the reception of commodore Bainbridge by the citizens of Boston, and we cannot resist the temptation of placing it before the british public. "On the following Thursday, (that succeeding the frigate's arrival,) commodore Bainbridge landed at the long wharf from the frigate Constitution, amidst acclamations, and roaring of cannon from the shore. All the way from the end of the pier to the Exchange coffee-house, was decorated with colours and streamers. In State-street they were strung across from the opposite buildings, while the windows and balconies of the houses were filled with ladies, and the tops of the houses were covered with spectators, and an immense crowd filled the streets, so as to render it difficult for the military escort to march. The commodore was distinguished by his noble figure, and his walking uncovered. On his right hand was the veteran commodore Rodgers, and on his left brigadier-general Welles: then followed the brave captain Hull, colonel Blake, and a number of officers and citizens; but the crowd was so immense that it was difficult to keep the order of procession. The band of music in the balcony of the State Bank, and the music of the New-England guards, had a fine effect."* Here was a compliment to the british navy!

* Naval Monument, p. 279.

1812. Sept. The surviving officers and crew of the Java, having quitted the Brazils in two cartels, arrived at Portsmouth early in April; and, on the 23d of the same month a court-martial sat on board the Gladiator in the harbour, to try them for the loss of their ship. The court agreed, that the capture of the late Java was caused by her being totally dismasted in a very spirited action with the United States' ship Constitution, of considerably superior force; in which the zeal, ability, and bravery of the late captain Lambert, her commander, was highly conspicuous and honourable, being constantly the assailant, until the moment of his much-lamented fall; and that, subsequently thereto, the action was continued with equal zeal, ability, and bravery, by lieutenant Henry Ducie Chads, the first lieutenant, and the other surviving officers and ship's company, and other officers and persons who were passengers on board her, until she became a perfect wreck, and the continuance of the action would have been a useless sacrifice of lives; and did adjudge the said lieutenant Henry Ducie Chads, and the other surviving officers and ship's company to be most honourably acquitted. Rear-admiral Graham Moore was the president; and who, in returning lieutenant Chads his sword, addressed him nearly as follows: "I have much satisfaction in returning you your sword; had you been an officer who had served in comparative obscurity all your life, and never before heard of, your conduct on the present occasion has been sufficient to establish your character as a brave, skilful, and attentive officer."

Lieut. Chads and his officers arrive at Portsmouth.

Court-martial upon them.

On the 8th of September, at 3 P. M., the british schooner Laura, of 10 carronades, 18-pounders, and two short nines, with 41, out of a complement of 60, men and boys, commanded by lieutenant Charles Newton Hunter, while in the act of taking possession of her fourth prize, an american ship bound into the Delaware, then three leagues off in the north-west, discovered about three miles to-leeward a large

Laura bears down to engage Diligent.

armed brig, with a french ensign and pendant. This was the french privateer Diligent, captain Grassin, whose regular armament was 16 carronades, french 24-pounders, and two long 12-pounders, with a crew of at least 120 men; but, owing to a recent gale, three of the guns had been shifted to the hold, and, from manning a prize or two, the crew of the brig had been reduced to 97 men. Having recalled her boat and men from the american ship, the Laura, with the wind from the north-east, bore up for the Diligent, whose name and full force in guns and men had been communicated to lieutenant Hunter by the third prize he had sent away. 1812. Sept.

At 3 h. 55 m. P. M., being within musket-shot on the starboard and weather quarter of the Diligent, the Laura opened a fire from her bow guns, and received the broadside of the french brig. At 4 P. M. the two vessels got fairly alongside each other; and, while the Diligent manœuvred occasionally to gain the wind, the Laura tried to prevent it by lulling, as well as she was able, her opponent's sails. At 4 h. 30 m. P. M. the Diligent set her courses and tried to tack, and the Laura put her helm down to effect the same object; but, the wind falling light, both vessels missed stays, and, in paying off, became mutually engaged yard-arm and yard-arm. At 4 h. 45 m., having had her peak-halliards shot away, the Laura fell a little off the wind and fore-reached; and the Diligent grazed the schooner's larboard quarter. Shortly afterwards, dropping astern, the brig caught the breeze, and, having the superiority of sailing, drew up on the weather quarter of the Laura. At this time, owing to the low firing of the two vessels, neither had materially suffered in rigging or sails. The Diligent, now in her turn, took the wind out of the Laura's sails, and ran her bowsprit over the starboard taffrail, with her jib-boom between the topping-lifts and through the mainsail. Here the brig held fast. Opens her fire upon the latter. Diligent lays Laura on board.

1812. Sept. The Diligent now, under the fire of her two bow guns and her numerous musketry, made repeated attempts to board; but the Laura, although, from having 25 american prisoners to guard below, she could muster no more than 34 officers and men on deck, resisted every attempt. At 4 h. 55 m. lieutenant Hunter, after having been several times slightly grazed, received a musket-ball near the left ear, which, passing obliquely down the lower part of the back of the head, made its way out. He of course fell, and from excess of bleeding was incapable of further efforts. Unfortunately no officer was left to take the command, the principal officers being absent in the three prizes, and Mr. John C. Griffith, a young midshipman who had been but a short time at sea, having been previously wounded. In this situation, there was no possibility of opposing further resistance to the overwhelming crew of the Diligent; who accordingly rushed on board and hauled down the Laura's colours.

Lieut. Hunter is severely wounded and Laura surrenders.

Loss on board each vessel.

The Laura had 15 killed and severely wounded, including, as already stated, her commander and his only remaining officer. The Diligent, as acknowleged by captain Grassin, had nine killed and 10 badly wounded; a decided proof that the Laura's small crew had made the best possible use of their 18-pounder carronades. Captain Grassin carried his prize to Philadelphia, and behaved to lieutenant Hunter in the most honourable and attentive manner. Lieutenant Hunter was landed and taken to the hospital; and, on subsequently reaching Halifax, Nova-Scotia, was tried for the loss of the Laura and most honourably acquitted. The president, vice-admiral Sawyer, then returned lieutenant Hunter his sword with a very handsome eulogium.

Honourable acquittal of lieut. Hunter.

BRITISH AND AMERICAN NAVIES.

In the abstract of the british navy for this year will be found, among the "Ordered to be built" ships, four first-rates. Two of these were similar to the Caledonia and Nelson; the Britannia, building at Plymouth, and the Prince Regent, at Chatham. The other two were of rather a smaller class; the London, building at Plymouth, and the Princess-Charlotte at Portsmouth.* To the fine class of N or middling 74s, as many as 11 new individuals have been added. By the addition of these and of other large ships, and by the gradual reduction of the O or small-class 74, and of the 64, although the number of cruising line-of-battle ships is three less than are to be found in Nos. 9 and 16 Abstracts, the tonnage of the 124 in No. 21 Abstract exceeds that of the 127 in No. 9 by 8564, and in No. 16 by 5585, tons. This makes the average burden of the 124 line-of-battle ships, belonging to the british navy at the commencement of the present year, 1830 tons and a fraction; whereas the average, at the commencement of the year 1802, was 1740; and, at the commencement of 1793, only 1645 tons;† an unequivocal testimony of the improved state of the british navy.‡

1813. State of the british navy.

On the 26th of January in this year a small increase took place in the complements of the different classes of frigates; occasioned, in all probability, by the war with America. As far back as October and December, 1804, the large class of 38s had been ordered to have their complements augmented from 284 to 300 men and boys; but on the 24th of June, 1806, the order was rescinded, and the 38s were again

Slight increase in the complements of british frigates.

* See Appendix, Annual Abstract No. 21.
† See vol. ii. p. 619.
‡ See Appendix, Nos. 4 and 5.

1813. established with 284, and the 18-pounder 36s with 274, men and boys. Subsequently, by special orders, most of the large 38s obtained a complement of 300; and the order of January, 1813, gave to the whole class 320, including five additional marines; also to the 18-pounder 36s 284, and to the 18-pounder 32s 270, men and boys. The 24-pounder 40-gun class, including the new ships building, were also increased from 340 to 350 men and boys; and the 18-gun quarterdecked ship-sloops, from 121 to 135.

Over-plus of boys in british comple-ments.

Still, the boys were in far too great a proportion in all the classes. In action they are of no use, because of their physical incompetency; and out of action their services are not required, on account of the number of abler hands ready to do the work. Boys would, doubtless, learn more of practical navigation, and become, in the end, better seamen, by passing their teens in a merchant vessel; for this plain reason, that, instead of spending their time in comparative idleness, they would be employed in assisting the few hands on board to perform the duties of the ship.

Build-ing ships not the most eligible mode to check the ameri-can success-es.

A glance at the "Increase" compartment of this and the preceding year's Abstract will show, at once, what a stir the recent successes of the Americans were making in the english dock-yards. In our view of the case, nearly the whole of that stir, with the heavy expense consequent upon it, was unnecessary. Paradoxical as it may seem, we boldly make the assertion, that the way to strengthen the british navy was to break up, not to build, ships. The matériel and personnel were more than ever out of their due proportions.

Mode sub-mitted.

The mode, that should have been adopted, was to break up, lay up, or, at all events, to disarm and put out of commission, 40 or 50 ships; and, after sweeping from the service and lodging in the hospitals or elsewhere, the old, the infirm, and the ineffective, to put on board the remaining ships adequate crews of able-bodied, stout-hearted british seamen. Let these be practised at the guns,

and well officered; and then let it be seen what 1813.
enemy's ship, with a fifth of numerical superiority, could stand against them. Those, however, who possessed the power to direct these matters, acted as if they thought, that an increase of wood and iron would effect more than an increase of flesh and blood; and now let us see whether, proceeding upon that notion, they went the right way to "fashion the means to the end."

But first we will endeavour to show, that the plan of disarming a great many of the higher rates might have been carried into effect, without detriment to the general service of the navy. For this a few facts will suffice. The disaffected and ill manned state of the french fleet in the Scheldt would have admitted of less than half the number of ships that blockaded Flushing, and the almost equally ill manned, though perhaps not disloyal, condition of the french fleet at Toulon was keeping before that port, for the most part as mere lookers-on, 10000 or 12000 of the best seamen in the british navy; three fourths of whom were on board three-deckers, ships that, under existing circumstances, were useless any where but on that station. Allowing, even, that both the Flushing and the Toulon stations required a numerical force of ships outside nearly equal to that within, a dozen or or two of large transports, with a double row of painted ports, would keep the enemy in harbour as effectually as the same number of well-appointed 74s. With respect to the Mediterranean fleet, it was particularly to be regretted that, while there was such a dearth of seamen in the home ports and on the north-american station, so many thousands of the very best of seamen, who, under the wise regulations of sir Edward Pellew, had been daily improving themselves in the neglected art of gunnery, should be denied the power of showing their proficiency where it was so much wanted. Its easy adoption.

We have already given a very full account, not only of the exploits, but of the force in guns, men,

1813. and size, of the american 44-gun frigates; and we will now, as far as lies in our power, point out the steps that were taken by the british admiralty, to put a stop to their further successes. The Majestic, Goliath, and Saturn, three of the small-class 74s, were cut down, fore-and-aft, to the clamps of the quarterdeck and forecastle. Each ship was allowed to retain her first-deck battery of 28 long 32-pounders, and, in lieu of her 28 long 18-pounders on the second deck, she received an equal number of 42-pounder carronades, besides two long 12-pounders as chase-guns, making 58 guns on two flush decks, with a net complement of 495 men and boys. This, although a reduction in her numerical force of 22 guns, (16 on the quarterdeck and forecastle and six on the poop,) gave the ship, even if armed with the full establishment of long guns and carronades assigned to her class, a slightly increased weight of metal in broadside. The advantages contemplated from this alteration in the construction were, superiority in sailing, an equal degree of force, and, with the aid of a black hammock-cloth thrown over the waist-barricade, such a disguised appearance, as might induce the large american frigates to come down and engage. The three 64s reduced in the year 1794* were converted into real frigates; inasmuch as, excepting the portion of barricade that lay abaft the gangway-entrance, they were cut down level with the upper deck, and were armed precisely as any frigate of similar dimensions would have been. But these rasé 74s were no more frigates, although frequently so called, than the nine 56 and 54 gun ships purchased into the service in 1795.† The latter, although much smaller and more lightly armed than the rasés, were never considered as any other than two-decked ships. It is but justice to captain William Layman, of the navy, to state, that, in a pamphlet entitled "Precursor to an Exposé on Forest Trees and Timber, &c." pub-

The cut-down 74s Majestic, Goliath, and Saturn.

* See vol. i. p. 486, note W*. † See vol. i. p. 489, note R* and S*.

lished in January, 1813, he recommends the small- 1813.
class 74 to be cut down, precisely as the Majestic and her two companions were; and, among his six profile views of ships, that officer gives one of the 74 rasés, in illustration of his remarks. The only point wherein he appears to differ is, in arming the lower deck with long 24 instead of 32 pounders, and the upper, with 68 instead of 42 pounder carronades.

Too heavy to cope with the american 74s.

It is evident, from the description we have given of the cut-down 74, that she was much more than a match for the heaviest of the american 44s. The command of the Majestic was given to captain John Hayes, and that of the Goliath to captain Frederick Lewis Maitland. It was intended, we believe, that captain lord Cochrane should have commanded the Saturn; but, unfortunately for himself and his country, his lordship was about this time expelled from the service of which he had hitherto been so bright an ornament. The command of the Saturn, after some delay in consequence of this untoward event, was given to captain James Nash. These three ships were well manned, especially the Majestic and Saturn. The crew of the latter consisted chiefly of west-country volunteers, induced to enter from a belief that lord Cochrane was to be their captain; and we are convinced that, if the Majestic and Saturn had fallen in with the President, Constitution, and United-States sailing in company, captain Hayes would have attacked them, and, we think, with success. As, however, no glory could have accrued from the capture of an american 44-gun frigate by a british cut-down 74, supposing them to have been singly opposed, the utility of reducing the Majestic and her two companions from their former rank in the service has often been questioned.

Leander and Newcastle.

But some ships were built, to answer the same purpose as the three rasés. They, also, claim a few remarks. The Leander was constructed of pitch-pine, from a draught prepared by sir William Rule, the ingenious architect of the Caledonia and many other

1813. fine ships in the british navy; and the Newcastle was constructed of the same light wood, from the draught of M. Louis-Charles Barrallier, then an assistant surveyor under sir William, but now the principal naval architect for the French at Toulon. The first of these ships measured 1572, the other 1556 tons; and they were both constructed of very thin and inadequate scantling. The establishment of each ship was 30 long 24-pounders on the first or "upper" deck, and 26 carronades, 42-pounders, and two, afterwards increased to four, long 24-pounders on the second or "spar" deck; total, at first 58, then 60 guns, with a net complement of 480 men and boys. The Leander and Newcastle, therefore, in the disposition of their guns, perfectly agreed with the cut-down 74s; and yet they were officially registered as "frigates," but, by way of salvo for their anomalous structure, "with spar decks," was superadded. If, by "frigate," is meant a ship with a single battery-deck from stem to stern, is it not a sufficient stretch of the term, to apply it to a vessel that has two additional short decks, upon which are mounted nearly as many guns as she carries on her whole deck? But must a ship, having two whole decks, upon each of which an equal number of guns is mounted, be called a single-decked vessel? And yet, in official language, the Leander and Newcastle are not two-decked ships, otherwise their lower battery-deck would not be called their upper deck, nor their upper, their spar deck; neither would their depth of hold be measured from the deck below the first battery-deck, nor the length of the same deck be registered as the "length of gun-deck." These are the only points, in which these frigates with spar decks differ from the cut-down 74s, and from the 56 and 54 gun ships already mentioned.

Improperly called frigates.

Bad state of equipment of Leander.

The command of the Leander was given to captain sir George Ralph Collier, a name of frequent occurrence in these pages: and the command of the Newcastle, to captain lord George Stuart. Great difficulty was experienced in getting these two ships

manned; and certainly the crew of the Leander, after it was obtained, was a very indifferent one, containing, besides many old and weakly men, an unusually large proportion of boys. This ineffectiveness of the Leander's crew has recently been contradicted; but we allude to the period of the ship's arrival at Halifax, Nova-Scotia. We were then on board the Leander several times, and not only witnessed the quality of her crew, but heard the officers complain, as well they might, of their great inferiority in that respect to the ships against which they were expected to succeed. When she quitted Spithead for Halifax, the Leander was so lumbered with stores, that the ship would scarcely have made the voyage, had she not received a refit in Cork; and even then it was fortunate, much as was to be expected from her captain and officers, that the Leander did not encounter one of the american 44s. 1813.

The Akbar raised upon.

Another ship, of the same force in guns, and nearly so in men, as the Leander and Newcastle, was produced by raising upon the Akbar, formerly a teak-built indiaman, and more recently known as the 44-gun frigate Cornwallis. The Akbar proved a very indifferent cruiser, sailing heavily, and rolling to such a degree, that she was constantly carrying away or springing her masts. The ship actually stowed 450 tons of water; while the Caledonia, a ship of double her measurement, could not stow more than 421 tons. The Akbar has since been converted to the only purpose for which, and carrying a cargo, she was ever adapted, a troop-ship.

New ships, as originally and as finally constructed.

If it was deemed necessary to build or equip ships to oppose the large american frigates in fair combat, they should have been frigates, not two-decked ships like the Leander, Newcastle, and Akbar. There was a frigate laid down in the year 1813, which would have answered every purpose; but, after the draught of the Java had been prepared as that of a regular frigate, to carry 52 guns, the pen of authority filled up the gangway with a barricade and a row of

1813. ports, and hence the Java was built as a 60-gun two-decked ship, similar to the Newcastle and Leander. If the american frigates, of 1533 tons, could not carry, with ease, their gangway guns, and the two last-named british 60-gun ships, averaging 1564 tons, found some inconvenience in carrying theirs, how could it be expected that the Java, of 1458 tons, could bear the eight additional guns ordered for her?

Mode submitted for arming frigates

Even as a frigate mounting 50 guns, the Java might have been as effectively armed as if she had mounted 52, simply by carrying, like the Constitution,* one of her chase 24-pounders on the forecastle, and the other on the quarterdeck. No ship, no british ship at all events, is so well manned as to be able, if attacked by two opponents, to fight all her guns at once: hence, there is no real loss of force in subtracting the two guns. Nor would there be any difficulty, that a little practice could not soon overcome, in shifting the travelling gun, during an action, from one side of the deck to the other. The governing principle should be, to possess the greatest real, with the least numerical, force; and this is chiefly attainable by the power to present in broadside a greater proportion than half the number of guns mounted by the ship.

Advantage of making each deck an entire battery from end to end.

Our objection to the cut-down 74s and the two-decked 50s, the latter especially, is to their denomination as frigates, and not to the manner in which their guns are mounted. Admitting that, in former times, when british, like french ships, fell in so at their topsides, that, after the boats and booms were stowed in the waist, a mere gangway, or passage from the quarterdeck to the forecastle, was all the space which could be spared on each side, now that british ships are built nearly wall-sided, what is to prevent the gangway, or waist deck from receiving as many guns as its length will admit? These four or five guns, from their midship position,

* See p. 147.

would be the most efficient of any in the fier to which they belonged. Nor, if the light and but equivocally useful carronades on the poop were withdrawn, would the numerical gun-force of the ship be greatly augmented. The addition to her force is not all the advantage the ship would acquire: weight would be taken from the extremity, the weakest extremity, unless the ship has a round stern, and be shifted to the centre, where it can best be borne. 1813.

Any objection to the plan, because of the new nomenclature it would introduce, meets an answer in the present mode of classifying the british navy. A three-decker, certainly, would be called a four-decker, a two-decker, except of the R and U classes in the Abstract, a three-decker, and a quarter-decked one-decker, or regular frigate, a two-decker; but is not the old 98 now called a 104, the old 38 a 46, and, a much greater advance in figures, the old 24 a 34? If England does not adopt the plan, other nations will. America, indeed, has already begun to build flush three-deckers, or ships, in the disposition of their guns, not unlike the swedish Chapman's 94-gun ship mentioned at a former page.* France has already built a few flush two-deckers, similar to the Leander's class; and, if she follows the advice of a very ingenious writer on naval affairs of her own, she will by and by have flush three and flush four decked ships. "We ought, for the future," says M. Dupin, "to construct our line-of-battle ships without a poop, and compensate that reduction by continuing the battery from the forecastle to the quarterdeck. We should then have ships of the line with four, and with three, complete batteries." "Nous devrions à l'avenir ne construire que des vaisseaux sans dunette, et compenser cette suppression, en continuant la batterie des gaillards, depuis l'avant jusqu'à l'arrière. Alors

Objection in the nomenclature obviated.

Plan adopted in America and recommended in France

* See vol. v. p. 17.

1813. nous aurions des vaisseaux à quatre et à trois batteries complétes."*

Inconvenience of waist guns.

Our remarks on this subject, as well as those we formerly submitted on the equalization of the calibers of guns,† are merely thrown out as loose hints, to be taken advantage of, if thought worthy, by the abler heads of those to whom the subject professionally belongs. We are aware of one objection to placing guns in the waist: the inconvenience, while those guns are in use especially, of working the sails. It is a rare innovation that produces good without some alloy of evil; and perhaps a clever rigger could dispose the ropes and halliards in such a manner, that the force of that objection would be considerably weakened.

New 50-gun frigates.

Resuming our subject, we have to notice that, besides the two anomalous classes of "frigates," the cut-down 74 and the 50, a few ships were constructed, to which the name of frigate properly applied, and which, with a little more care in constructing and equipping them, would have been able to cope with the President or either of her classmates. The Endymion is already known to us as a remarkably fine frigate; but she mounted only 26 guns on the main deck. Another pair of guns on that deck were deemed indispensable; and as fine a frigate as ever swam, having the ports for that number of 24-pounders, was then lying among the ordinary in Hamoaze. The Egyptienne, of 1430 tons, was this frigate; but, to save expense we suppose, it was determined to build ships from the draught of the Endymion, and to bring the 13 maindeck ports as much closer as would admit a 14th to be added. This was done; and in a short time appeared the Forth, Liffey, Severn, Glasgow, and Liverpool. The three first were built of fir, and the two last of pitch-pine; and the force of the class was 28 long

Rejection of Egyptienne as a model.

Partial adoption of Endymion's model. Forth, Liffey, &c.

* Dupin, Force Navale, tome ii. p. 156.
† See vol. iv. p. 404.

24-pounders on the main deck, and 20 carronades, 32-pounders, and two long nines, on the quarterdeck and forecastle, total 50 guns; with a complement of 350 men and boys. The chief complaint against these frigates was, as may be conjectured, that their quarters were rather too confined. A class like the Egyptienne, mounting the same number and nature of guns as the Forth's class, with a crew of 420 good men, would have been quite as heavy a frigate as the British, with a due regard to their established character on the ocean, ought to have constructed, if they constructed any at all, to meet the large american frigates. 1813.

But the rage for frigate-building in this year did not stop at the Endymion's class. As many as 26 of the two principal 18-pounder classes were ordered to be built, chiefly, for expedition-sake and to save expense, of the red and yellow pine. Some of these, too, were to be fitted with medium 24-pounders instead of their long 18s, and were to have a complement of 330 men and boys. The six and a half feet, 33 cwt. 24-pounder, or Gover's gun, not having been found heavy enough to fire two shot, some guns of the same caliber were constructed, from a foot to a foot and a half longer, and weighing from 40 to 43 cwt. One description of these guns was found fully to answer; and we shall by and by have more to say of them. As it turned out, no shot fired from a long or a medium 24-pounder, except in the single instance of a british ship which had been in the service since the year 1797, struck or fell on board an american frigate. The promulgated intention, to arm british frigates with such guns, was quite enough to inspire the Americans with caution; and accordingly the Java was the last british frigate they captured or brought to action, but not, as we shall hereafter see, the last they fell in with. After all, therefore, it is a question, whether it would not have been sufficient, without cutting down Majestics and Goliaths, or building Leanders and Newcastles, to

Increase of the 38 and 36 gun classes.

Some of the former fitted with medium 24-pdrs.

Effect of this knowledge upon the Americans.

1813. have made the Macedonian's fine class as effective as it ought to have been; and, as the chief means of doing so, to have given to each 38-gun frigate, sent cruising to the westward, a well-trained crew of 370 men.

American sloops of war.

Some of the minor classes of ships of war now claim our attention; and we shall soon have a set of cases to record, which will show that the Americans as much outbuilt the British in their "sloops," as they had outwitted and outfought them in their "frigates." The two principal classes of sloops of war, at this time belonging to the british navy, were the quarterdecked 18-gun ship-sloop, of about 430 tons, mounting 18 carronades, 32-pounders, on the main deck, and on the quarterdeck and forecastle six carronades, 12 or 18 pounders, and two sixes, total 26 guns, with 121 men and boys; and the well-known 18-gun brig-sloop, mounting no more guns than she rated.

A quarterdecked class proposed.

As a match for the first class, it was proposed to congress, in November, 1812, to build a few sloops of war to mount 16 long 12-pounders on the main deck, and 12 carronades, 24-pounders, on the quarterdeck and forecastle, total 28 guns; with a complement of 180 men. The size is not mentioned, but a ship, so armed, could not measure less than 560 or 570 tons. Whether it was decided to vote all the british quarterdecked ship-sloops "small frigates," and consequently superior to any vessels bearing the denomination of "sloops," or whatever else may have been the reason, the american quarterdecked sloop was laid aside, and the preference was given to a flush-decked ship, to mount 20 carronades, 32-pounders, and two long 18-pounders, with a crew of 175 men, and to measure 509 tons american, or 540 tons english. These were to rate of 18 guns, and to be considered as a fair match for the british 18-gun brig-sloop, which, from the concurrent testimony of such men of veracity as captain David Porter and captain Jacob Jones,* mounted 22 guns.

A flush decked class preferred.

* See pp. 129, 161.

1813.

British sloops built to oppose those of America deficient of every good quality

Three of the new american sloops were soon afloat, the Peacock, Wasp, and Frolic; and, to be ready to meet these upon equal terms, 18 flush ships were ordered to be built of fir, with all possible despatch. Having in their possession the Andromeda, (late the american merchant ship Hannibal,) of 24 guns on a flush-deck, an extraordinary fine ship of 812 tons, the late french corvette Bonne-Citoyenne, and the two ships built after her, the Hermes and Myrmidon, the British could be at no loss for a proper model. Well, what did they *do*? Why, one of the lords of the admiralty recommended a draught to be prepared upon the reduced lines of the Bonne-Citoyenne. To what extent the reduction went, and whether an augmentation of size would not have better answered the intended purpose, will be seen by the following statement.

	Length of main deck.		Breadth extreme.		Tons.	No.	
	ft.	in.	ft.	in.		guns.	men.
Bonne-Citoyenne	120	1	30	11	511	20	135
Proposed draught.....	115	6	29	8	455	24	135
American Frolic.....	119	6	32	0	540	22	175

Where so much deference was officially due, science had to bow the head, and sir Joseph Yorke soon had the satisfaction of seeing his "improved Bonne-Citoyennes" afloat and fitting in all the principal dépôts of Great Britain. To diminish a vessel's capacity, and at the same time to increase her armament, was an odd way of improving her qualities. Scarcely were the twenty 32-pounder carronades and two long nines brought on board, than two of the carronades were sent on shore again, as having no proper ports fitted to receive them. Already the remaining 20 guns were too close together, to render the quarters sufficiently roomy. With these, however, the ships went to sea; and they were soon found neither to work well, nor to sail well. The utility of their stern-chase ports may be judged when it is stated, that, owing to the narrowness of the ships at the stern,

1810. there was no room to work the tiller while the guns were pointed through the ports. Of this discreditable oversight and its evil consequences, we shall hereafter have to give a practical illustration.

A proof afforded of the insufficiency of their masts.

Of the relative stoutness of the spars of the british and american sloops of war, thus pitted against each other by the order of the board of admiralty, some idea may be formed, when it is stated, that the girth, just above the deck, of the mainmast of one of the latter, the Frolic, was 7 feet 8 inches; whereas the mainmast established upon the former class measured, at the same place, only 5 feet 8 inches. The Cyrus, if not most of the others, was "doubled," so as to increase her beam about 10 inches, and enable the ship to keep the sea in a gale of wind; and we remember seeing the Medina, at the king's dock-yard in Halifax, Nova-Scotia, having her lower masts fished, to prevent them from snapping in two with the weight of the top-gear above.

Aready mode of producing ships equal to the american sloops.

While the cutting-down system was pursuing, a mode presented itself of quickly getting ready a few ships, equal in size and force to the large american sloops. The 10 ships of the *M* class in the Abstracts averaged 534 tons, and mounted 22 carronades, 32-pounders, on the main deck. By having their quarterdecks and forecastles cut away, these ships would have been much improved in sailing and seaworthiness; and then, with two long 9 or 12 pounders in lieu of their two foremost carronades, and with their complement increased to 173 men and boys, they would have been far superior vessels to those built under the auspices of the gallant admiral. Even a precedent was not wanted. The Hyæna, of a similar construction to the ships of the above-mentioned class, was, when taken by the French in 1793, cut down to the clamps of her quarterdeck and forecastle, and became a very fast-sailing and successful privateer. On her subsequent recapture by the British in 1797, the Hyæna was allowed to remain as a flush-ship, and was armed precisely in the

manner above recommended.* The height between the decks of ships of war must, for obvious reasons, be nearly the same; consequently the proportion of top-weight increases, as the length, breadth, and below-water depth of the vessel diminishes. This is the reason that frigate-built ships below 580 or 600 tons, carrying eight or ten guns upon the quarterdeck and forecastle, are usually so crank and unsafe; and one cause of their sailing so ill is, that their masts must be shorter, and their sails smaller, to counteract the strong heeling propensity of their hulls. 1813.

No british ship-sloop encountered by an american sloop.

Fortunately for the honour of the captains appointed to the new 20-gun ships, some newspaper of the day exaggerated their force and size, and extolled them as very formidable vessels. The consequence was, that the Wasp, Frolic, Peacock, and Hornet avoided every three-masted man of war they fell in with; confining the exercise of their prowess to the british brig-sloop, the utmost extent of whose force was well known to them. While we are making this assertion, we bear fully in mind the *chaffing* that took place between the Hornet and the Bonne-Citoyenne; but we shall very soon establish the fact, that the behaviour of the Americans on the occasion was nothing but chaffing, and that of the most despicable kind.

The schooner classes.

The schooner-classes of the two navies will require but a few words. None can compete with the Americans in the size, beauty, swiftness, or seaworthiness of their schooners. They will arm a schooner of 200 tons, with seven guns, including a traversing 18 or 24 pounder, and give her a crew of at least 100 able-bodied men. If this schooner is captured by the British and deemed eligible for the navy, her bulwarks are raised, and pierced with ports fore and aft, 14 carronades, 18 or 12 pounders, are crowded upon her deck, and she is established (there is no crowding here) with a crew of 45 or 50 men and

* See vol. ii. p. 131.

1813. at least six or seven very young boys. The top-hamper necessarily diminishes the vessel's rate of sailing; and another impediment frequently arises from the inexperience of her commander, in the art of working to advantage a schooner-rigged vessel.

Care necessary in judging of a ship's force by her denomination.

To whatever is classed under one head, people are apt, and very naturally, to attach an idea of equality; and the stronger party is sure to triumph in his victory, until the weaker party has shown the disparity of force against which he had to contend. It too frequently happens, that this is not done; and, before it can be done with effect, two operations are necessary: the removal of one impression, and the substitution of another. The President and the Southampton* are "frigates;" the Peacock and the Childers† are "sloops of war;" and the following statement will show, that one "man-of-war schooner" may differ in force and size from another, to even a greater extent than in the case of the frigate or the sloop. The american privateer-schooner Harlequin, of Boston, measured 323 tons, and mounted 10 long 12-pounders, with a crew of 115 men. Her main-mast was 84 feet, and her fore yard 64 feet, in length. Her bulwark was of solid timber, and four inches higher, and two inches thicker, than that of the british 18-gun brig-sloop. The Whiting schooner and her class, on the other hand, measured 75 tons, and mounted four 12-pounder carronades, with a crew of 20 men and boys; and her bulwark, if it deserved the name, consisted, with here and there a small timber, of an outside and an inside plank.

Propriety of naval men of experience being consulted in the

We trust that the importance of the subject, into which we have entered at such length, will be received as an excuse for this digression; but, in reality, it is only the concentration of remarks which would otherwise have been scattered over our accounts of the different american actions, and perhaps not so well understood, nor so usefully applied.

* See pp. 7 and 10. † See vol. v. p. 39.

Previously to quitting the topic of improvements in ship-building, we have one more observation to make. It has already been stated, that the american government is in the habit of appointing an experienced naval captain, to superintend the construction of each of their larger ships of war. This, although accomplished with ease in a small navy like that of the United States, would be quite impracticable in a navy like that of England. But, as in most of the higher classes of british ships it is usual to construct many individuals from one draught, might not that draught, with an accompanying exposé, showing the size of the intended scantling, the number and nature of the ordnance, the length and diameter of the masts and yards, and, in short, every other particular calculated to dispense with the actual inspection of a model, be submitted to a committee of experienced naval officers? Had any three captains, or commanders, been consulted, when the Bonne-Citoyenne's beautifully proportioned form was proposed to be shortened and contracted for "improvement," the british navy would never have owned such ships as the Cyrus and her 17 class-mates.

1813.

construction of ships of war.

The number of commissioned officers and masters, belonging to the british navy at the beginning of the year 1813, was,

Officers of the british navy.

Admirals	64
Vice-admirals	69
Rear-admirals	68
,, superannuated	28
Post-captains	802
,, ,,	32
Commanders or sloop-captains	602
,, superannuated	50
Lieutenants	3268
Masters	629

And the number of seamen and marines, voted for the service of the same year, was 140000.*

* See Appendix, No. 6.

1813. Owing to a deficiency of seamen and the disaffected state of those that remained, the Scheldt fleet, numerically strong as it was, gave, during this year, very little trouble to those that blockaded it; nor did the Brest squadron, or fleet, as it now might almost be called, make any attempt to put to sea.

Inactive state of Scheldt and Brest fleets.

Opening of Cherbourg.

On the 27th of August the newly-formed port of Cherbourg was opened, with great pomp, under the eyes of the empress Marie-Louise; and on the 12th of October the 80-gun ship Zélandais, the first line-of-battle ship constructed at Cherbourg, was launched: another was also getting ready with all possible despatch. Since the 28th of May the french 74-gun ship Régulus, from Rochefort, had anchored in the river of Bordeaux: and, according to the french accounts, she was the first ship of her class, that had ever entered the Gironde.

Fleets before and in Toulon

Toulon was now the only french port to be looked to for any operations of importance between the fleets of England and France. The british Mediterranean fleet remained in the able hands of vice-admiral sir Edward Pellew, and the fleet in Toulon was still under the command of vice-admiral the comte Emeriau. The flag of the latter was flying on board the 130-gun ship Impérial, and the flag of the second in command, the baron Cosmao-Kerjulien, on board the Wagram, of the same force. On the 15th of August the 130-gun ship Héros was launched; making the sixth three-decker in the port. Not being able to discover the launching of any three-decker in Toulon named Impérial, we consider that the Austerlitz had recently changed her name; especially as, at the latter end of 1812, the flag of vice-admiral Emeriau was flying on board of her. The addition of the Héros makes the total number of line-of-battle ships 21; all, except the Héros and Montebello, at anchor in the inner and outer roads, in company with ten 40-gun frigates and one 20-gun corvette. On the stocks there were two 80s, and one 74, the latter in a very forward state.

1813. Dearth of seamen in Toulon fleet.

Although a dearth of seamen, owing to the draughts sent away to the army, prevented the Toulon fleet, as a body, from making any serious attempt to put to sea during the year 1813, large divisions of it, when the wind would serve also for returning, frequently weighed from the road, and exercised in manœuvring between the capes Brun and Carquaranne. In the latter part of October the british fleet was blown off its station by a succession of hard gales, which lasted eight days; and it was only on the evening of the 4th of November, that the in-shore squadron, consisting of the 74-gun ships Scipion, Mulgrave, Pembroke, and Armada, captains Henry Heathcote, Thomas James Maling, James Brisbane, and Charles Grant, arrived off Cape Sicie. The main body of the british fleet at this time consisted of the

gun-ship		
120	Caledonia	vice-adm. (r.) sir Edward Pellew, bt.
		rear-adm. (w.) Israel Pellew.
	Hibernia	captain Jeremiah Coghlan.
		,, Thomas Gordon Caulfield.
112	San-Josef	rear-adm. (b.) sir Richard King, bt.
		captain William Stewart.
100	Royal-George	,, T. Fras. Ch. Mainwaring.
98	Boyne	,, George Burlton.
	Prince-of-Wales	,, John Erskine Douglas.
	Union	,, Robert Rolles.
	Barfleur	,, John Maitland.
74	Pompée	,, sir James Athol Wood.

Comte Emeriau sails out.

On the 5th, at 9 h. 30 m. A. M., vice-admiral comte Emeriau, in the Impérial, with, according to the french accounts, 12, and according to sir Edward Pellew's letter, 14, sail of the line, six frigates, and the Victoire schooner, got under way with a strong east-north-east wind, and stood to the usual spot for exercise. Captain Heathcote's squadron was off Cape Sicie; and the main body of the british fleet, consisting, as already shown, of nine sail of the line, had just hove in sight from the southward, standing under close-reefed topsails, to reconnoitre the port. At 11 h. 30 m. A. M., just as the french advanced squadron, of five sail of the line and four frigates, under rear-admiral the baron Cosmao, had got a little to

French advanced division hailed by the wind.

1813. Nov. the south-east of Cape Sepet, the wind suddenly shifted to north-west. This unexpected occurrence, while it set the french ships to trimming sails to get back into port, afforded to the leading british ships a prospect of cutting off some of the leewardmost of the former, the names of which were as follows:

gun-ship			
130	Wagram	rear-adm. le baron Cosmao-Kerjulien. captain François Legras.	
74	Agamemnon	,,	Jean-Marie Letellier.
	Ulm	,,	C.-J.-César Chaunay-Duclos.
	Magnanime	,,	Laurent Tourneur.
	Borée	,,	Jean-Michel Mabé.
gun-frig.			
40	Pauline	,,	Etienne-Stanislaus Similot.
	Melpomène	,,	Charles Beville.
	Pénélope	,,	Edme-Louis Simonot.
	Galatée	,,	Jean-Bapt. Bonafoux-Murat.

Capt. Heathcote stands for and engages french rear.

The british in-shore squadron immediately stood for the french rear; and at 34 minutes past noon the leading british ship, the Scipion, opened a fire from her larboard guns upon the nearest french ships, which were then standing on the opposite or starboard tack; as did also, in succession, the Mulgrave, Pembroke, Armada, and Pompée, (who had just joined,) as they followed the Scipion in line astern. At 40 minutes past noon, having passed over, the Scipion wore, to bring her starboard broadside to bear; and in two minutes afterwards the first french shot that took effect carried away part of the Pembroke's wheel. The five british 74s, having wore round and come to, continued the cannonade with their starboard broadsides, and were then not more than a mile distant from the shore near Cape Sepet.

Sir Edw. Pellew, with three ships, takes part in the action.

At 45 minutes past noon the advanced squadron filled and stood on; and at 1 P. M. the Caledonia, Boyne, and San-Josef, who were far ahead of the remainder of their fleet, stood in-shore athwart the bows of the former. In four minutes the Caledonia opened a heavy fire from her larboard guns upon the stemmost french ship, the Wagram; who, being then on the starboard tack, returned the fire with her

larboard guns. The Boyne and San-Josef, as they arrived in succession, also got into action with the french rear. Having reached the wake of the Wagram, the Caledonia wore, and came to on the starboard tack, still engaging; but the french ships, having the weathergage, in a few minutes got out of gun-shot, and the firing, in which the batteries had slightly participated, ceased. 1813. Nov. French ships escape into port.

The casualties on either side, arising from this skirmish, were not of any serious amount. The Caledonia received one shot through her mainmast and three or four in her hull; had a shroud and some backstays cut, and her launch and barge destroyed, with three seamen slightly wounded. One unlucky shot, which fell on the San-Josef's poop, struck off the leg of each of two fine young officers, lieutenant of marines William Clarke, and midshipman William Cuppage, and slightly wounded one marine and one seaman. The Boyne and Scipion had each one man wounded slightly; and the latter had another killed by an accident. The Pembroke had three men slightly wounded by shot, and the Pompée two men slightly burnt by accident; total, 12 wounded by the enemy's fire, and one killed and two slightly wounded by accident. The Armada escaped without any loss, but one of the enemy's shot passed through the bows of her launch and lodged in the booms. Damage and loss on british side.

The Agamemnon appears to have been the greatest sufferer among the french ships: she had her masts, rigging, and sails a good deal damaged, and received several shot in her hull, by which nine men were slightly wounded. The Wagram also suffered, but in a less degree, and had only two men wounded. A shot, that entered the roundhouse of the Borée, wounded two seamen, and carried away the wheel; a splinter from which slightly wounded captain Mahé. The Ulm had one man severely and another slightly wounded. Of the four advanced frigates, the Pénélope and Melpomène were the most engaged: both received damage in their sails, rigging, and hull, Same on french side.

1813. March. and the latter had one man wounded; making the total loss on the french side 17 wounded. Leaving a small squadron off Toulon, sir Edward Pellew soon afterwards steered for Minorca, and on the 15th of the same month anchored in Port-Mahon. On the 5th of December the french fleet in Toulon received an accession of force in the new 74-gun ship Colosse; and the close of the year left comte Emeriau still at his anchorage in the road.

LIGHT SQUADRONS AND SINGLE SHIPS.

Lieut. Banks of the Blazer takes possession of Cuxhaven.

On the 14th of March lieutenant Francis Banks, of the Blazer gun-brig, commanding the small british force stationed off the island of Heligoland, having received information of the distressed state of the French at Cuxhaven and of the entrance of the Russians into Hamburgh, took the Brevdrageren gun-brig, lieutenant Thomas Barker Devon, under his orders, and proceeded to the river Elbe, with the hope of intercepting such of the enemy's gun-vessels as might attempt to make their escape. Early on the morning of the 15th the two brigs entered the river, and found the french flotilla of 20 gun-vessels stationed at Cuxhaven in the act of being destroyed. On the 16th, by invitation from the shore, lieutenant Banks landed, and with a detachment of 32 troops, which he had embarked at Heligoland, took possession of the batteries of Cuxhaven, and on the next day concluded a treaty with the civil authorities, by which it was agreed that the british flag should be hoisted in conjunction with the colours of Hamburgh.

Detaches two boats up the Elbe in quest of a privateer.

On the 20th, while the two gun-brigs were lying at anchor off Cuxhaven, lieutenant Devon volunteered, with a boat from each brig, to go up the river in quest of a privateer of which information had just been received. Accordingly, in the night, taking with him the Brevdrageren's gig containing a midshipman and eight men, and the six-oared cutter of the Blazer, containing 11 men, commanded by

Mr. William Dunbar, her master, lieutenant Devon proceeded to execute the service he had undertaken. 1813. March

On the 21st, at daylight, the two boats found themselves off the danish port of Brunsbuttel, situated about 30 miles up the river, and close to two large galliots at anchor. Under the supposition that these were merchant vessels, lieutenant Devon, followed by the cutter at some distance, advanced to examine them. On the near approach of the gig, the two vessels were found to be gun-boats; the nearest of which instantly hoisted danish colours, hailed, and opened a fire, which, luckily for the people in the gig, passed over their heads. In this critical situation, lieutenant Devon considered that there was no safety but in resolutely boarding. He accordingly dashed alongside, and, in the smoke of the second discharge, which passed as harmlessly as the first, and amidst a degree of confusion among the Danes caused by the explosion of some cartridges, lieutenant Devon, his brother, midshipman Frederick Devon, (a youth only 12 years of age,) and eight men, captured, without the slightest casualty, the danish gun-boat Jonge-Troutman, commanded by lieutenant Lutkin of the danish navy, and mounting two long 18-pounders and three 12-pounder carronades, with a crew of 26 men; of whom two were wounded.

Lieut. Devon in his gig gallantly captures danish gun-boats

Mr. Dunbar arriving up, the prisoners were secured under the hatches, the cable cut, and sail made after the other galliot, the commander of which, on seeing the fate of his commodore, had cut and steered for Brunsbuttel, about four miles distant. The prize-galliot soon gained upon her late consort: and, the wind being light, the Blazer's cutter was despatched to cut off the fugitive from her port. This Mr. Dunbar gallantly accomplished, and with his 11 men captured, without opposition, the danish gun-boat Liebe, of the same force as the Jonge-Troutman, and commanded by lieutenant Writt, also of the danish navy. This, it must be owned, was altogether a very gallant exploit, and lieutenant

And, with the aid of another boat, takes her consort

1813. Devon well merited the praises that were bestowed upon him for his conduct on the occasion.

Capt. Farquhar arrives in the Elbe.

Early in the month of October captain Arthur Farquhar, of the 18-pounder 36-gun frigate Desirée, arrived at Heligoland, and assumed the command of the british naval force on that station. By this time the French had regained possession of Cuxhaven.

Siege and surrender of Gluckstadt.

After performing several important services up the Weser and Ems, captain Farquhar, on the 30th of November, with a small squadron of gun-brigs and gun-boats, successfully cooperated with a russian force in an attack upon the heavy batteries that defended Cuxhaven. Crossing the Elbe, captain Farquhar afterwards ascended to Gluckstadt, and cooperated with a detachment of the crown prince of Sweden's army in reducing that important fortress. On the 5th of January, 1814, after an investment of 16, and a bombardment of six days, Gluckstadt surrendered by capitulation.

Names of british vessels and officers employed.

The british squadron which, besides the Desirée, was employed on the occasion, appears to have been, the 10-gun schooner-sloop Shamrock, captain John Marshall, brig-sloop (late gun-brig) Hearty, captain James Rose, gun-brigs Blazer, lieutenant Francis Banks, and Redbreast, lieutenant sir George Murat Keith, and gun-boats, No. 1, lieutenant David Hanmer, No. 2, master's mate Thomas Riches, No. 3, lieutenant Charles Henry Seale, No. 4, lieutenant Andrew Tullock, No. 5, midshipman John Hallowes, No. 8, lieutenant Richard Roper, No. 10, lieutenant Francis Darby Romney, and No. 12, lieutenant John Henderson. Captain Farquhar, in his despatch, speaks also in high terms of captain Andrew Green, who commanded a party of seamen and marines on shore, and of his assistants, lieutenants Charles Haultain and John Archer and midshipman George Richardson; likewise of lieutenant Joshua Kneeshaw.

Their loss on the occasion.

The loss sustained by the flotilla amounted to three men killed, and 16 wounded, including captain Jones, midshipman Richard Hunt, and captain's clerk John Riches.

On the 16th of December, 1812, the french 40-gun frigate Gloire, captain Albin-Réné Roussin, sailed from Havre, with a very strong south-east wind, which carried her as far as the Lizard, and there left her, on the afternoon of the 17th, entirely becalmed. On the 18th, at daylight, the Gloire found herself nearly in the midst of nine vessels, the greater part of them evidently merchantmen. Two of the number, however, were vessels of war: the nearest was the british 18-gun ship-sloop Albacore, (sixteen 32, and eight 12, pounder carronades and two long sixes, with a crew of 121 men and boys,) captain Henry Thomas Davies; and, about four miles to the westward of her, was the 14-gun brig-schooner Pickle, lieutenant William Figg. At 8 A. M. the Gloire, who had been standing on the starboard tack, wore with a light air of wind and edged away for the Albacore, then bearing from her north-east by north. Each ship soon ascertained that the other was an enemy; and at 9 A. M. the Gloire hauled to the wind on the larboard tack, and made all sail to escape. Judging by this, probably, that the apparent french 40-gun frigate was an armée en flûte or large store-ship, captain Davies crowded sail in chase, followed, at some distance, by the Pickle; the latter and the Albacore making repeated signals, to apprize the vessels in sight of the presence of an enemy.

1813, Dec. Gloire falls in with and is chased by Albacore and Pickle.

At 10 h. 12 m. A. M., having by carrying down the breeze arrived within carronade range on the french frigate's weather quarter, the Albacore opened her fire; whereupon the Gloire hoisted french colours and fired in return, hauling up a little, to bestow a raking broadside upon her unequal antagonist. To avoid this the Albacore tacked. The breeze soon afterwards fell to nearly a calm; and at 11 A. M., finding her antagonist much too strong for her, the Albacore discontinued the action, with her fore spring-stay shot away, her rigging a good deal damaged, and, what was the worst of all, with the loss of one lieutenant (William Harman) killed

Albacore engages Gloire, but is obliged to desist.

1813. Dec. and six or seven men wounded. Strange to say, the french frigate herself did not seem disposed to renew the action, but wore and made all sail to the westward.

Albacore and some small vessels renew the attack.

At 1 P. M., the Pickle having closed and a light breeze having sprung up from the southward, the Albacore again made sail, and at 3 P. M. was joined in the chase by the 12-gun brig-sloop (late gun-brig) Borer, captain Richard Coote, and 4-gun cutter Landrail, lieutenant John Hill. At 5 P. M. the Albacore began firing her bow-chasers; as, on coming up, did two out of her three (for the Landrail to have fired her 12-pounder carronades would have been a farce) formidable consorts. To this alarming cannonade, the Gloire replied with her stern-chasers, and continued running from the "escadrille," as if each of her four pursuers had been a frigate like herself. Thus the chase continued, but without any firing after 7 P. M., until midnight on the 19th; when this dastardly french frigate, who, it appears, did not have a man hurt on the occasion, had run herself completely out of sight. Captain Davies merited great praise for his gallantry and perseverance; and there cannot be a doubt that, by the boldness of the Albacore in chasing and attacking the Gloire, several merchant vessels were saved from capture.

French frigate effects her escape.

Gloire captures Spy store-ship.

On the following day, the 20th, the Gloire captured the Spy armed store-ship, from Halifax, Nova-Scotia, and, disarming her, sent her to England as a cartel. Captain Roussin then steered for the coast of Spain and Portugal, and on the 28th, off the rock of Lisbon, was chased for a short time by two ships of war. On the 1st of February he arrived to-windward of Barbadoes, and returned soon afterwards to Europe. On the 25th, in the chops of the Channel, the wind blowing a gale with a raging sea, the Gloire fell in with the british 14-gun brig Linnet, lieutenant John Tracey. Bearing up under her foresail and close-reefed main topsail, the Gloire, at 2 h. 30 m. P. M., arrived within hail of the Linnet and

Falls in with Linnet.

ordered her to strike. Instead of doing so, the brig boldly crossed the bows of the french frigate, and, regardless of a heavy fire which the latter commenced, got to-windward of her. As the Gloire outsailed the Linnet on every point, all that lieutenant Tracey could now do, was to endeavour to outmanœuvre her. This he did by making short tacks; well aware that, owing to her great length, the frigate could not come about so quickly as a brig of less than 200 tons. In practising this manœuvre, the Linnet had to cross the bows of the Gloire a second and a third time, (the second time so near as to carry away the frigate's jib-boom,) and was all the while exposed to her fire; but which, owing to the ill-direction of the shot from the roughness of the sea, did no great execution. At length, at 3 h. 30 m. P. M., having succeeded in cutting away some of the Linnet's rigging, the Gloire got nearly alongside of her; but the resolute lieutenant would not yet haul down the british colours. The Linnet suddenly bore up athwart the hawse of the frigate; and the Gloire, had she not as suddenly luffed up, must, captain Roussin says, have passed completely over the brig. Being now under the guns of the Gloire, two of the latter's broadsides carried away the fore yard, gaff, and bowsprit of the Linnet, and compelled the brig to surrender. Such seamanship and intrepidity, on the part of lieutenant Tracey, show where the Gloire would have been, had he encountered her in a frigate. To do M. Roussin justice, he complimented his prisoner highly for the skill and perseverance he had shown; and all must allow, that the captain of the Gloire was an excellent judge of the best means to effect an escape.

1813.

Bold and masterly manœuvres of lieut. Tracey.

Linnet is captured.

On the 27th the Gloire and her prize anchored at Brest; and lieutenant Tracey and his officers and crew remained as prisoners until the spring of the ensuing year. On the 31st of May, 1814, a court-martial was held on board the Gladiator at Portsmouth, to try the late officers and crew of the Linnet for her loss. On that occasion, lieutenant Tracey received,

Lieut. Tracey tried and promoted

1813. Sept. along with an honourable acquittal, the most unqualified praise for his conduct; and in 11 days afterwards, as we see by the list, was deservedly made a commander.

Mutine chases, engages, and captures Invincible.

On the 17th of April, in the morning, the british 16-gun brig-sloop Mutine, captain Nevinson De Courcy, cruising in the bay of Biscay, discovered and chased a strange ship on her lee bow. At 2 P. M. the ship, which was the Invincible privateer, of Bayonne, Captain Martin Jortis, mounting 16 guns, (twelve french 18-pounder carronades and four long sixes,) with a crew on board of 86 men, partly Americans, hoisted french colours, and commenced a fire from her stern-guns; which, disabling the Mutine in her sails and rigging, occasioned her to drop astern. The Mutine immediately commenced refitting herself, and at 8 h. 40 m. again arrived within gun-shot; when the Invincible hoisted a light and opened a fire from her broadside. In this way the running fight was maintained until 10 h. 45 m. P. M.; when, the ship having had her main topgallantmast and jib shot away, the Mutine was enabled to close. Still it was not until after a spirited resistance of 50 minutes, which made it 11 h. 30 m. P. M., that the Invincible hauled down her colours. The Mutine is represented to have had two men wounded in the action, but the loss, if any, sustained by the Invincible appears to have been omitted in captain De Courcy's letter.

Alphea chases and engages Renard.

On the 9th of September, at 3 P. M., the british schooner Alphea, of eight 18-pounder carronades, and 41 men and boys, lieutenant Thomas William Jones, fell in with and chased the french 14-gun privateer schooner Renard, captain De Roux, belonging to Cherbourg, and acknowledged to have had on board a crew of 50 men. At midnight the Alphea commenced firing her chase-guns; and at 1 A. M. on the 10th a close and spirited action commenced. After a while, the Alphea, by the calm and the heavy swell that prevailed, became forced under the bows of the Renard. The crew of the privateer

immediately threw into the Alphea several hand-grenades and made an attempt to board, but were gallantly repulsed by the crew of the british schooner; which latter then poured in a most destructive fire of grape-shot, that swept the whole of the Renard's forecastle. A second boarding attempt was made, and the Frenchmen were again beaten off. 1813. Sept.

The two schooners soon afterwards burst the grapplings by which they had been held together, and separated to a short distance; both still maintaining a furious cannonade. At 3 h. 30 m. A. M., owing in a great measure to the number of hand-grenades which had been thrown into her, the Alphea blew up; and along with her perished the whole of her gallant crew. Three or four men were seen on a piece of the wreck, but the Renard, having had her jollyboat sunk by shot as it was towing astern, and her launch cut to pieces as it lay on the booms, could render no assistance; nor could the poor fellows find their way to the privateer, although repeatedly hailed to do so, as they had lost their eyesight by the explosion. Alphea blows up, with the whole of her crew.

The loss on board the Renard, as acknowledged by her officers, amounted to five men killed and 31 badly wounded, including the captain with the loss of an arm, and three of his lieutenants. There was also a fourth lieutenant, who took the command when captain Le Roux was wounded. It is not unlikely, therefore, that the "50 men" refer to the sailors only, and that, officers included, the Renard had from 70 to 80 men. As mounting "14 guns," this schooner must have been about 200 tons measurement: whereas the Alphea, one of the bermudian vessels, was only 111 tons. The execution admitted to have been done by the Alphea to her antagonist, was highly creditable to the gunnery of the british crew, and renders it probable that, had not the fatal accident happened, the Alphea would have made a prize of the Renard, although the latter was so much superior to her in force. It was, indeed, a lamentable occurrence; Loss on board Renard.

1813. Oct. and, to heighten the misfortune, lieutenant Jones was a very deserving officer.

Flibustier weighs from St.-Jean-de-Luz.

In the early part of October the french brig-corvette Flibustier, mounting fourteen 24-pounder carronades and two long sixes or eights, and commanded by lieutenant de vaisseau Jean-Jacques-Léonore Daniel, lay at St.-Jean-de-Luz, about three leagues north-east of the bar of Bayonne, watching an opportunity to put to sea, with treasure, arms, ammunition, salt-provisions, and a few troops, for the garrison of Santona. The near approach of the marquess of Wellington's army at last made it necessary to move; and, taking advantage of the dark and stormy state of the weather, the Flibustier, at midnight on the 12th, attended by three "trincadores," or armed fishing-boats, weighed and stood alongshore to the south-west. At daylight on the 13th the french brig, then lying becalmed close under the heights near the mouth of Bayonne river,

Is chased by three british vessels.

was seen and chased by the british schooner Telegraph, of twelve 12-pounder carronades, lieutenant Timothy Scriven, also by the 18-gun brig-sloop Challenger, captain Frederick Vernon, and 12-gun brig Constant, lieutenant John Stokes; the latter about six, the former upwards of eight, miles distant in the offing.

Telegraph schooner attacks her.

Favoured by a partial breeze, the Telegraph rapidly approached the Flibustier, who had by this time anchored under the distant protection of some batteries; and at 6 h. 45 m. P. M. the schooner commenced cannonading the brig in a raking position ahead. The Flibustier returned the Telegraph's broadside with such of her guns as would bear. The action continued in this way until about 7 P. M.; when, finding the two british brigs in the offing approaching to take a part in the combat, the french brig set herself on fire. The schooner continued discharging her guns for about half an hour longer. Lieutenant Scriven then ceased firing, and sent his boats to endeavour to save the vessel, whose crew had already reached the shore in their boats. The

French crew set vessel on fire.

schooner's boat got on board; and so, it is believed, did some boats from the Challenger and Constant, but too late to save the Flibustier; which at about 8h. 10m. P. M. exploded, in sight of the english and french armies encamped on the east side of the Adour. The Telegraph had not a man hurt, nor, as it appears, a spar or a shroud shot away. 1813. Oct. Flibustier blows up.

For his gallantry in advancing to attack a force so much superior to his own, lieutenant Scriven was promoted to the rank of commander; and the Telegraph, by his continuing to be captain of her, became a sloop of war. Lest we should appear to have underrated the force of the Flibustier, we are bound to state, that the official account of her destruction assigns her a force of 16 carronades and two nines, with a brass howitzer, and four brass 3-pounders. The swivels and howitzer she may have mounted; but we doubt if the Flibustier carried more than 14 carronades, chiefly because we know not of a single instance, (the Abeille, as already stated, had been a foreign-built vessel,*) in which a regular french brig-corvette mounted more than 16 guns, similar to the Renard, Oreste, and a great many others that have appeared in these pages. Moreover, very little time was allowed for the British, to take an accurate account of the force of the Flibustier. Promotion of lieut. Scriven

On the 30th of September the two franco-batavian 40-gun frigates Trave and Weser, captains Jacob Van-Maren and Paul-Roelof Cantz-Laar, put to sea from the Texel, on a cruise off the Western Isles. On the 16th of October a violent gale of wind dismasted both frigates, and separated them from each other. On the 18th, towards 1 A. M., latitude 47° 30′ north, longitude 9° 18′ west, the british 18-gun brig-sloop Scylla, captain Colin Macdonald, fell in with the Weser, then with the loss of her main and mizen masts and fore topmast, steering east by north, on her way to Brest. After hailing the frigate several times, the Scylla received a broadside from Trave and Weser sail from Texel and separate in a gale.

* See vol. v. p. 538.

1813. Sept. her. On this the brig made sail ahead. At daylight both vessels hoisted their colours; but captain Macdonald judged it not prudent to attack a ship that, although crippled in her masts, was so decidedly his superior in guns and men; especially, as the Scylla might herself get crippled, and, in the severe state of the weather, be thereby prevented from keeping sight of the frigate: a service on which the brig now assiduously employed herself.

Weser watched by Scylla and attacked by her and Royalist.

On the 19th, at daylight, having passed the night in burning blue lights, firing guns, and throwing up rockets, to indicate that she was in chase of an enemy, the Scylla found herself alone, the thick weather obscuring the Weser from her view. Steering, during that day and night, a course deemed the most likely to rejoin the french frigate, the Scylla, at daylight on the morning of the 20th, fell in with the british 18-gun brig-sloop Royalist, captain James John Gordon Bremer. The latter volunteering, the two brigs, with the wind from the south-west, bore away to seek and engage the enemy, then supposed to be in the east-north-east. At 9 h. 30 m. A. M. the Weser was discovered in the north-east, and chased; latitude at noon 48° 28′ north, longitude 6° 18′ west. At 3 h. 30 m. P. M. the two brigs opened their fire, the Royalist stationing herself on the frigate's starboard bow, and the Scylla on her starboard quarter. At 5 P. M., being much cut up in their sails and rigging, and the Scylla having her mainmast shot through, and the Royalist five men badly wounded, the two brigs hauled off to repair their damages.

The two brigs haul off to repair damages.

Rippon appearing, the two brigs renew the attack, and Weser surrenders.

Since 1 h. 30 m. P. M. a sail had been observed to-leeward. This was the british 74-gun ship Rippon, captain sir Christopher Cole, using her utmost efforts to take a part in the action. Captain Macdonald now detached captain Bremer to reconnoitre the ship to-leeward. The Royalist accordingly bore up, and the Scylla continued following the french frigate. On the 21st, at a little before daylight, the Royalist spoke the Rippon, and again made all sail on a wind

to close the Scylla and frigate. At 9 h. 30 m. A. M. the Scylla, taking a raking position, recommenced firing at the Weser; and the Royalist, placing herself on the latter's larboard bow, soon joined in the action. In 10 minutes, finding that the Rippon was nearly within gun-shot on her lee quarter, and that all hopes of escape were at an end, the Weser fired her larboard guns at the Royalist, and, standing on towards the Rippon, hauled down her colours. A boat from the Royalist immediately boarded the french frigate; and the Rippon, on arriving up, took the prize in tow and conducted her to Falmouth. 1813. Sept.

In this creditable performance on the part of the two brigs, the Scylla had two seamen wounded, and the Royalist two seamen killed, her first lieutenant, (James Waring,) master, (William Wilson, severely,) five seamen, one marine, and one boy wounded; total, on board the two brigs, two killed and 11 wounded. As a proof that the carronades of the brigs had produced some effect, the Weser, out of a crew of 340 men and boys, had four men killed and 15 wounded. Loss on board Scylla and Royalist. Same on board Weser.

On the morning of the same day on which the Weser was captured, the british brig-sloop Achates, of fourteen 24-pounder carronades and two sixes, captain Isaac Hawkins Morrison, standing to the south-south-east with the wind at south-west, fell in with the Trave, upon her weather beam. The Achates immediately made sail in chase, and, as soon as she had fore-reached sufficiently, wore and stood for the french frigate. At 7 h. 50 m. A. M. the Achates gallantly engaged the Trave in passing, and received in return a fire that much injured her sails and rigging. At 8 A. M. a large ship was discovered bearing down. The Achates immediately hauled towards her and made the private signal; but the stranger, instead of answering it, tacked from the brig and hauled close to the wind. In the mean time the Trave had bore up to the eastward. At noon, latitude 46° 37′ north, longitude 7° 26′ west, the Achates was again near enough to exchange shots Trave is attacked by Achates.

1813. Oct. with the Trave, and continued engaging in an advantageous position on her quarter, until about 8 P. M.; when dark and squally weather concealed the Trave from her view. In this very spirited as well as skilful attack, captain Morrison had the good fortune not to lose a man; but the fire of the Achates had wounded two seamen belonging to the Trave.

Escapes in the dark.

Favoured by the darkness, the french frigate continued her course without further interruption, until, on the afternoon of the 23d, she encountered the british 18-pounder 36-gun frigate Andromache, captain George Tobin. At 3 h. 30 m. P. M. the Trave opened a fire from her stern-chasers, but the Andromache did not return it until 4 h. 15m. P. M.; by which time she had gained a position on the french frigate's weather quarter. The fire which the Andromache now commenced was so close and well directed, that in a quarter of an hour the Trave hauled down her colours. Indeed, had the latter been an efficient instead of a dismasted ship, further resistance would have been vain, as the british 24-pounder 38-gun frigate Eurotas, captain John Phillimore, was approaching in the north-east. Out of her 321 men and boys, the Trave had one seaman killed, her captain, second lieutenant, two midshipmen, (one mortally,) and 24 seamen wounded. The Andromache's loss consisted of only two wounded, but one was her first lieutenant, Thomas Dickinson, severely.

Is attacked by Andromache and surrenders.

Both the Weser and Trave, being new frigates, one of 1081, the other of 1076 tons, were added to the british navy. It was considered rather singular, that frigates of that size should have been armed upon the quarterdeck and forecastle with carronades of so light and ineffective a caliber as 18-pounders. Of these, each frigate mounted 16, making, with her 28 long 18-pounders, 44 guns.

Weser and Trave added to the british navy.

On the 9th of October, at 8 h. 30 m. A. M., the Owers light bearing north-north-east, the british bomb-vessel Thunder, captain Watkin Owen Pell, being on her way from Spithead to Woolwich, observed a large armed lugger to-windward under

Thunder decoys a lugger to run her on board.

easy sail. His vessel being of a class likely to effect more by decoying than chasing an enemy, captain Pell altered his course towards the shore and took in his studding-sails. The bait took, and the lugger, which was the Neptune, of Dunkerque, mounting 16 guns, with a crew on board of 65 men, bore up in chase. At 10 h. 30 m. A. M., having arrived on the Thunder's larboard quarter, the french captain hailed the supposed merchantman to bring to, and strike. 1813. Oct.

With her numerous crew all ready, the Neptune then put up her helm, to lay her anticipated prize on board. The Thunder at the same moment put her helm down, and had barely time to fire her four carronades and a volley of musketry, when the lugger fell on board. A portion of the british crew were on her decks in a trice; and, after a severe conflict, in which four Frenchmen were killed and 10 wounded, including one mortally and five very severely, the Thunder made a prize of the Neptune, and that with so slight a loss as two men wounded. Boards and captures the Neptune.

On the 1st of November, in the morning, St.-Vallery on the coast of France bearing south-south-east distant five miles, the 16-gun brig-sloop, Snap, captain William Bateman Dashwood, discovered five french armed luggers, three in the north-west close to-windward, and two considerably to-leeward. The Snap immediately wore and stood for the three weathermost luggers, but captain Dashwood had very soon the mortification to observe their separation, and then their escape by superior sailing. At 9 A. M. the Snap bore up in pursuit of the two leewardmost vessels, and, after using various deceptions, enticed one alongside. The british brig immediately opened her fire, and, at the end of a 10 minutes' cannonade, captured, without the loss of a man, the french privateer Lion, of Boulogne, mounting 16 guns, with 69 men; of whom the captain and four men were killed, and six severely wounded. Snap falls in with five french lugger privateers. Entices one alongside and captures her.

The british squadron, stationed off the north coast

1813. of Spain to assist the patriots, was under the command of captain sir George Ralph Collier, of the 38-gun frigate Surveillante. In the early part of May the force detached off the port of Castro de Urdeales consisted of the brig-sloops Lyra, captain Robert Bloye, and Royalist and Sparrow, captains James John Gordon Bremer and Joseph Needham Tayler. Although every thing was done by the three commanders and their respective officers and crews, in landing guns and bringing them into operation, the french force in the neighbourhood was too powerful to be resisted. By great exertions the garrison, consisting of about 1150 men, was embarked on board the brigs and conveyed to Bermeo. The loss sustained by the little squadron, in the service they performed, amounted to 10 wounded, including lieutenant Samuel Kentish and midshipman Charles Thomas Sutton (leg amputated) of the Royalist.

Capt. Bloye at Castro.

The principal object now was to blockade the port, and prevent the french garrison from getting any supplies. This was so effectually done, that on the 22d of June, after committing upon the inhabitants enormities of the most revolting description, the French evacuated the town and retired to Santona. The Sparrow having just at this moment arrived off the port, captain Tayler very properly garrisoned the castle; and such was the precipitate flight of the french commandant, on observing the approach of the british brig, that he fled without destroying the artillery or powder.

Evacuation of Castro and occupation of it by captain Tayler.

On the 10th of July, at 10 A. M., the breaching batteries, raised by the army of general Graham on the Chope sand-hills, were opened against the walls of St.-Sebastian's; and a detachment of seamen was landed from sir George Collier's squadron to cooperate in the attack, under the orders of the first lieutenant of the Surveillante, Dowell O'Reilly. The loss sustained by this detachment, up to the evening of the 21st of July, amounted to two seamen killed,

Breaching batteries open upon St.-Sebastian's.

lieutenant Robert Graham Dunlop, and five seamen wounded. The squadron stationed off St.-Sebastian's consisted, besides the Surveillante, Lyra, and Sparrow, of the 38-gun frigates Révolutionnaire and Présidente, captains John Charles Woolcombe and Francis Mason, brig-sloops Beagle, Despatch, and Challenger, captains John Smith, James Galloway, and Frederick Vernon, schooners Holly and Juniper, and two gun-boats. 1813, Sept. Squadron cooperating in the attack.

On the 31st of August two divisions of boats from the squadron, placed under the orders of captains Galloway and Bloye, were sent to make a demonstration on the back of the rock of St.-Sebastian's. The plan succeeded, and a large proportion of the garrison was diverted from the defence of the breach which, on the preceding day, had been made in the walls. The men-of-war brigs also weighed with a light breeze, and stood into the harbour. At 11 A. M. the assault by the breach took place, and at 1 h. 30m. P. M. the town was entered and possessed; but the citadel still held out. Captain Smith of the Beagle was slightly wounded, also three or four of the seamen. Town of St.-Sebastian assaulted and carried. On the 8th of September the breaching and mortar batteries opened a most ruinous fire upon the castle of La Motte, or citadel of St.-Sebastian's; and in a very short time general Rey, the governor, sent out a flag of truce to propose terms of capitulation, which were immediately agreed to. Castle of La Motte surrendered. In addition to the ships already named, there were present cooperating in the attack, the 18-pounder 36-gun frigate Magicienne, captain the honourable William Gordon, and the gun-brig Constant, lieutenant John Stokes. Among the naval officers who distinguished themselves on the occasion, captain sir George Collier names lieutenant the honourable James Arbuthnot of the Surveillante, also midshipmen Digby Marsh, George Harvey, ——— Bloye, and William Lawson.

On the 18th of March the british 38-gun frigate Undaunted, captain Thomas Ussher, chased a tartan

1813. March.

Boats of Undaunted under lieut. Tozer land at Carri, take batteries and a tartan.

under the battery of Carri, situated about five leagues to the westward of Marseille. Light winds preventing the ship from getting up, lieutenant Aaron Tozer offered his services to destroy the battery. The boats under his orders, assisted by Mr. Robert Clennan the master, acting lieutenant Thomas Salkeld and lieutenant of marines Harry Hunt, pushed off accordingly to execute the service. The British landed, and in a few minutes afterwards carried the battery, mounting four 24-pounders, a 6-pounder field-gun, and a 13-inch mortar; and this although the french troops were strongly posted behind palisadoes, and stood until the marines were in the act of charging bayonets, when they turned and suffered a severe loss. The guns at the battery were all destroyed, the tartan brought out, and the boats returned to the ship with no greater loss than two men killed and one wounded.

Capt. Waldegrave detaches boats of Volontaire, &c. to Morgion.

On the 30th, while the Undaunted was in company with the 38-gun frigate Volontaire, captain and senior officer the honourable Granville George Waldegrave, and the 18-gun brig-sloop Redwing, captain sir John Gordon Sinclair, 14 merchant vessels were discovered at anchor in the harbour of Morgion, situated between Marseille and Toulon. Lieutenant Isaac Shaw, first of the Volontaire, assisted by lieutenants of marines William Burton and Harry Hunt, proceeded with the boats of the three ships, to endeavour to cut out the convoy.

Lieut. Shaw lands and carries batteries.

On the 31st, in the morning, lieutenant Shaw and his party landed at Sourion, and, marching over the hills at daylight, carried the two batteries of the place in the rear, after a partial resistance from 40 french troops stationed at them. Five 36-pounders in one battery, and two 24-pounders in the other, were thrown into the sea, one mortar well spiked, and all the ammunition destroyed. The boats, under lieutenant Dey Richard Syer, although elsewhere opposed by two field-pieces, brought out 11 vessels, tartans and settees, laden with oil, and destroyed

Lieut. Syer takes possession of vessels.

some others. The whole service was accomplished with so slight a loss as one marine killed, and two marines and two seamen wounded. The names of no other officers present, than those above given, appear in captain Waldegrave's letter, except midshipman Charles Wyvill, on whom great praise is bestowed. 1813. May.

On the 2d of May captain Robert Hussey Moubray, of the 74-gun ship Repulse, detached 100 marines from that ship, under captain Edward Michael Ennis, along with the marines of the Volontaire and Undaunted, to destroy some newly erected works in the vicinity of Morgion; while the boats of the squadron, under lieutenant Isaac Shaw, first of the Volontaire, covered by the launches with their carronades and by the brig-sloop Redwing, brought out some vessels that were in the harbour. The detachment of marines landed, and drove a detachment of french troops to the heights in the rear of the harbour; where they were kept in check until the vessels were secured, and the batteries, on which were found nine gun-carriages and a 13-inch mortar, were blown up and destroyed. On this occasion lieutenant Shaw was wounded; and in the boats two men were killed and three wounded. The vessels brought out were six in number, all laden, but small.

Capt. Moubray sends a detachment on shore to take vessels out of Morgion.

Marines land and defeat french troops while seamen secure vessels.

Between the 10th and 15th of May, through the judicious management of captain Charles Napier of the 18-pounder 36-gun frigate Euryalus, the french coasting trade, to and from Toulon to the eastward, was collected in Cavalarie road, to the number of upwards of 20 sail. Judging this convoy to be a proper object of attack, captain Edward Brace, of the 74-gun ship Berwick, detached for the purpose the boats of the two ships under the orders of lieutenant Henry Johnston Sweedland, assisted by lieutenant Alexander Sandiland, first of the Euryalus, and, among others, by midshipmen John Monk and Maurice Crawford, containing, along with a detachment of seamen, the

Euryalus drives french convoy into Cavalarie.

1813. May. whole of the marines of the 74 and frigate, commanded by captain William T. I. Matthews.

Boats of Berwick and Euryalus land, and take batteries and vessels. On the morning of the 16th the united detachments landed, and in 20 minutes were in possession of the batteries, and had begun to open a fire from them upon the retreating enemy. The french national xebec Fortune, carrying 10 long 8-pounders and four swivels, with a crew of 95 men, commanded by lieutenant Félix-Marie-Louis-Anne-Joseph-Julien Lecamus, tried to effect her escape; but the Euryalus, pushing close in, cut her off. The french crew then abandoned her, leaving her, with a hole made through her bottom by a shot from one of her guns and a train laid to her magazine, at anchor with a spring on her cable, under the fire of the Euryalus, the captured fort, and the launches. The vessel was promptly boarded by a division of the boats, and just in time to preserve her from blowing up or sinking. The vessels found in the harbour amounted to 22, of different descriptions. The whole were either taken or destroyed; and the object of the enterprise was fully accomplished, with no greater loss than one marine killed and one seaman missing.

British attack and carry batteries of Cassis, take out vessels, &c. On the 18th of August an attack was made upon the batteries of Cassis, a town between Marseille and Toulon, by the Undaunted frigate, Redwing brig, and 16-gun brig-sloop Kite, captain the honourable Robert Cavendish Spencer, accompanied by a detachment of boats from the three first-named vessels, and from the Caledonia, Hibernia, Barfleur, and Prince-of-Wales line-of-battle ships, part of sir Edward Pellew's fleet. Owing to light winds, the Undaunted could not take up the anchorage that captain Ussher intended; but the Redwing and Kite, in spite of a fire from four batteries that protected the entrance of the bay, swept themselves in, and took a most judicious position for covering the marines; who, led by captain Jeremiah Coghlan, of the Caledonia, carried the citadel battery by esca-

lade. The marines then drove the French before them, at the point of the bayonet, and pursued them through the batteries to the heights that command the town. The boats, under the direction of captain sir John Sinclair of the Redwing, then entered the mole, across the entrance to which two heavy gun-boats were moored, and captured them, a third gun-boat, and 24 merchant settees and tartans. 1813. Feb.

The loss sustained by the British in executing this dashing enterprise was rather serious, amounting to four marines killed, one lieutenant, (Aaron Tozer,) one petty officer, and 14 marines wounded. In his official letter, captain Ussher mentions, besides those already named, the following officers as having behaved with distinguished gallantry: lieutenants Joseph Robert Hownam and Joseph Grimshaw, captains of marines Thomas Sherman and Thomas Hussey, and lieutenants of marines Harry Hunt, Robert Turtliff Dver, William Blucke, John Maule, Thomas Reeves, Alexander Jarvis, Edward Mallard, and Samuel Burdon Ellis. Lieutenant Hunt, it appears, was the first who entered the citadel battery, by a ladder, under a galling fire. Loss on the occasion.

On the 26th of February, in the morning, the british 12-pounder 32-gun frigate Thames, then captain Charles Napier, and 18-pounder 36-gun frigate Furieuse, captain William Mounsey, having on board lieutenant-colonel Coffin and the second battalion of the 10th regiment of foot, bore up for the narrow entrance (about a quarter of a mile across) to the harbour of the island of Ponza on the coast of Naples; and, giving and receiving a fire from the batteries on each side, anchored close across the mole-head. Colonel Coffin and the troops were then landed, and pushed for a tower into which the enemy had retreated. The appearance of the troops, aided by the severe fire of the ships, induced the governor to hoist a flag of truce. This led to a capitulation, and the island on the same day surrendered to the arms of his britannic majesty. Nor did the British lose a single man in either service, Thames and Furieuse attack and carry the island of Ponza.

1813. Feb. although the batteries mounted ten 24 and 18 pounders and two 9-inch mortars; and although the Thames was hulled three times and the Furieuse twice, besides having their sails and rigging a good deal cut.

Capt. Hall attacks an armed convoy at Pietra-Nera.

A convoy of 50 sail of armed vessels, chiefly neapolitan gun-boats, having assembled at Pietra-Nera on the coast of Calabria, to be ready to transport to Naples timber and other government property, captain Robert Hall, who commanded the sicilian flotilla stationed at Messina, volunteered, with two divisions of gun-boats and four companies of the 75th regiment, under the command of major Stewart, supplied by lieutenant-general lord William Bentinck at Palermo, to destroy the enemy's works. On the night of the 14th of February captain Hall proceeded to the attack; but, owing to light and contrary winds, the boats did not arrive at Pietra-Nera until nearly daylight on the 15th; when major Stewart, with about 150 men, and an auxiliary party of seamen commanded by lieutenant Francis Le Hunte, landed, and, without waiting for the remainder of the force intended to be employed, pushed up a height, the possession of which a complete battalion, with two troops of cavalry and two pieces of artillery, were prepared to dispute.

Troops land and storm the heights

Assisted by a corporal's detachment of the rocket corps, the british troops charged the height in the most determined manner, and succeeded only after as determined a resistance, the french colonel-commandant, Roche, and most of his officers, being killed or made prisoners, and the height literally covered with dead. The division of the flotilla under captain Imbert had by this time commenced a most destructive cannonade on the batteries; which held out with such obstinacy, that captain Hall was obliged to order them to be successively stormed. This service was performed by lieutenant Le Hunte, with a party of seamen, in a very gallant style. At 8 A. M. every thing was in

Carry them after a desperate resistance.

Batteries stormed and carried by lieut. Le Hunte and a party of seamen

the possession of the assailants; the most valuable of the enemy's vessels and timber launched, and the rest on fire. Upwards of 150 French were killed and wounded, and 163 made prisoners including several of the principal officers. Major Stewart, whose behaviour is highly praised by captain Hall, fell by a musket-shot while, in company with the latter, pushing from the shore after the troops had embarked. The loss on the part of the navy amounted to only one boatswain and one seaman killed and seven seamen wounded. 1813. Jan. Death of major Stewart.

On the 6th of January, at daybreak, as the british 38-gun frigate Bacchante, captain William Hoste, and 18-gun brig-sloop Weasel, captain James Black, were lying becalmed about five leagues to the south-east of Cape Otranto, at the mouth of the Adriatic, five gun-vessels were discovered; three in the south-west, steering towards Otranto, and two in the south-east, steering to the eastward. Ordering, by signal, the Weasel to attend to the latter, captain Hoste sent the Bacchante's boats, under the command of lieutenant Donat Henchy O'Brien, assisted by lieutenants Silas Thomas Hood and Frank Gostling, lieutenant of marines William Haig, master's mates George Powell and James M'Kean, and midshipmen the honourable Henry I. Rous and William Waldegrave, Thomas Edward Hoste, James Leonard Few, and Edward O. Pocock, in pursuit of the division in the south-west. At 8 A. M. lieutenant O'Brien in the barge captured the sternmost gun-boat, mounting two guns, one french 12, and one 6-pounder, both on pivots, and manned with 36 men, commanded by the senior french officer of the three, all of whom were enseignes de vaisseau. Bacchante detaches her boats after three gun-boats.

Leaving, to take possession of the prize, the first gig, commanded by midshipman Thomas Edward Hoste, lieutenant O'Brien pushed on after the two remaining gun-vessels, then sweeping with all their strength towards the coast of Calabria. Sending his prisoners below, and fastening the hatches over them, young Hoste, with his seven men, in the most Lieut. O'Brien captures the whole of them.

1813. Feb. gallant manner, loaded and fired the bow-gun at the retreating gun-boats; which, in a little time, were also captured. This dashing enterprise, with lieutenant O'Brien's usual good fortune, was achieved without any loss, although the shot from the gun-vessels cut the oars from the men's hands as the boats were pulling towards them. For his gallantry on the above and several other occasions, lieutenant O'Brien was promoted to the rank of commander.

Lieut. Webb gallantly captures the two remaining gun-boats.

The Weasel not being able to overtake her two gun-vessels, two of her boats under lieutenant Thomas Whaley and midshipman James Stewart, and a boat belonging to the Bacchante under master's mate Edward Webb, proceeded in chase. The Bacchante's boat, taking the lead, soon overtook, and, although she carried only a 3-pounder in the bow with 18 men, captured, in spite of a warm opposition, the sternmost french gun-boat, armed the same as that already described, and having 40 men actually on board. Leaving the captured vessel to be taken possession of by the boats astern, Mr. Webb pushed after the remaining gun-boat, and carried her in the same gallant manner, and with equal impunity as to loss.

Barge of Bacchante under lieut. Hood takes a french gun-boat.

On the 14th of February, early in the morning, the Bacchante sent her barge, armed with a 12-pounder carronade and manned with 23 officers and men under lieutenant Hood, in chase of a vessel seen by the night-glass to be sweeping and steering for Otranto. After pouring in a destructive fire of round shot and musketry, lieutenant Hood, assisted by lieutenant of marines William Haig and master's mates William Lee Rees and Charles Bruce, boarded and carried the french gun-vessel Alcinous, of two long 24-pounders and 45 men, last from Corfu. The only person hurt on the british side was lieutenant Hood, who received a severe contusion on the loins by a fall; so severe, indeed, that this gallant young officer became eventually deprived of the use of both his legs. The loss on the french side amounted to two killed and nine wounded, and the

Severe wound of lieut. Hood.

1813. May.

gun-boat was so shattered by the carronade, that she had three feet water in her hold. As soon, therefore, as the prisoners were removed, it was found necessary to set the prize on fire.

Capt. Hoste's letter not published in the Gazette.

Notwithstanding that an officer of acknowledged merit is now walking on crutches, in consequence of an incurable lameness produced by the wound he received in this truly gallant enterprise, no other notice was taken in the London Gazette of captain Hoste's letter on the subject, than a statement, that two letters, dated on the 14th of February, had been received: "One, reporting the capture, off Otranto, of l'Alcinous french gun-boat, carrying two guns and 32 men, and of eight trading vessels under her convoy from Corfu; the other, stating the capture of la Vigilante french courier gun-boat, from Corfu to Otranto with despatches, and having on board, as passenger, the general of artillery Corda and his staff."

Bacchante destroys works at Karlebago.

On the 11th of May, receiving information that a convoy of enemy's vessels were lying in the channel of Karlebago, captain Hoste proceeded thither; but, on account of a contrary wind and strong current, the Bacchante did not arrive there until the morning of the 15th. As the port of Karlebago offered excellent shelter for enemy's vessels, captain Hoste resolved to destroy the works that defended it. The governor refusing to accede to the terms offered, the Bacchante anchored within pistol-shot of the battery, which mounted eight guns; and, after a good deal of firing, a truce was hung out, and the place surrendered at discretion. The marines, and a detachment of seamen under lieutenant Hood, landed and took possession. The guns of the place were embarked, the public works destroyed, and the castle blown up; and the Bacchante retired with the loss of four seamen severely wounded, two of them with their arms shot off.

Boats of Bacchante detached after a convoy.

On the 12th of June, at daylight, the Bacchante discovered an enemy's convoy under the town of Gela-Nova, on the coast of Abruzza. As the frigate was six or seven miles to-leeward of them, with a

1813. June. light breeze and a strong current against her, captain Hoste detached the boats under lieutenant Hood, with discretionary orders, either to attack the convoy or to wait till the Bacchante arrived. Lieutenant Hood took with him lieutenant Frank Gostling, acting lieutenant Edward Webb, lieutenants of marines Charles Holmes and William Haig, master's mate William Lee Rees, and midshipmen James Rowe, Thomas Edward Hoste, Francis George Farewell, the honourable William Waldegrave, Thomas William Langton, James M'Kean, and Samuel Richardson.

Lieut. Hood takes 10 gun-boats; &c. Lieutenant Hood found the enemy much stronger than had been expected, consisting of seven large gun-boats, mounting each one long 18-pounder in the bow, three smaller gun-vessels, with a 4-pounder in the bow, and 14 sail of merchant vessels, four of which also had guns in the bow; and the shore astern of the vessels was lined with troops intrenched on the beach, having with them two field-pieces. This, "says captain Hoste," was the force opposed to a frigate's boats: but no disparity of numbers could check the spirit of the brave officers and men employed on this service. The attack was determined on instantly, and executed with all the gallantry and spirit which men accustomed to danger and to despise it have so frequently shown; and never was there a finer display of it than on this occasion." The boats, as they advanced, were exposed to a heavy fire of grape and musketry; and it was not until they were fairly alongside the gun-boats, that the crews of the latter slackened their fire: they were then driven from their vessels with great loss. The troops on the beach, stated by the prisoners to amount to 100 men, fled on the first fire, and their two field-pieces were destroyed by the british marines. In performing this very brilliant exploit, the boats of the Bacchante sustained a loss of two seamen and one marine killed, and five seamen and one marine wounded.

On the 22d of April, at daybreak, the brig-sloop

1813. April.

Weasel chases and attacks 10 gun-boats.

Weasel, cruising about four miles to the east-north-east of the island of Zirana, discovered and chased a convoy, close to the main land, making for the ports of Trau and Spalatro. As the brig approached, the vessels separated in different directions, the greater part, with 10 gun-boats, bearing up for the bay of Boscalina. These the Weasel continued to chase under all sail; and at 5 h. 30 m. A. M. they anchored in a line about a mile from the shore, hoisted french colours, and commenced firing at her. The wind blowing strong from the south-east, which was directly into the bay, the sails and rigging of the brig were considerably damaged before she could close. At 6. A. M., however, the Weasel anchored with springs, within pistol-shot of the gun-boats; and a furious action commenced. At the end of 20 minutes the latter cut their cables, ran closer in, and again opened their fire. This increased distance not suiting her carronades, the Weasel cut her cable, ran within half pistol-shot of the gun-boats, and recommenced the action. Three large guns, at the distance of 30 yards from each other, and 200 or 300 musketry, on the heights immediately over the british brig, now united their fire to that of the gun-boats. The engagement continued in this way until 10 A. M.; when three of the gun-boats struck their colours, two were driven on shore, and one was sunk.

Captures three, drives two on shore, and sinks one.

Remaining four reinforced by four more attack Weasel.

The remaining four gun-boats were now reinforced by four more from the eastward; who anchored outside the Weasel, and commenced firing at her. This obliged the brig to engage on both sides, but the outer gun-boats afterwards ran in and joined the others; all of whom now placed themselves behind a point of land, so that the Weasel could only see their masts from her deck. Here the gun-boats commenced a most destructive fire, their grape-shot striking the brig over the land in every part. At this time the Weasel's crew, originally short by the absence of several men in prizes, was so reduced, that she could with difficulty man four guns; the

1813. April. marines and a few of the seamen firing musketry, her grape being all expended. The action lasted in this way until 3 P. M., when the gun-boats discontinued their fire. At the expiration of 40 minutes the engagement recommenced, and continued, without intermission, until 6 h. 30 m. P. M., when the firing entirely ceased on both sides.

Her critical situation.

The Weasel was now in a very critical situation: she was but a few yards from a lee-shore, almost a complete wreck, with the whole of her running, and the greater part of her standing, rigging cut to pieces, most of her sails shot from the yards, her masts shot through in several places, her anchors all destroyed or rendered unserviceable, her hull pierced with shot, five of which had entered between wind and water, and her two pumps shot away between the decks, so that the crew could with difficulty keep the brig free by constantly bailing at both hatches. In addition to all this, the Weasel had already lost 25 men in killed and wounded. Captain Black, nevertheless, after dark, sent his boats, and destroyed, besides the gun-boats that had struck and gone on shore, eight of the convoy; the boats bringing away some of the enemy's anchors, by the aid of which, the brig was enabled to warp herself out.

Capt. Black sends his boats and destroys vessels.

Weasel again attacked by gun-boats and a battery on shore.

On the 23d, at daybreak, having warped herself about a mile from the land, the Weasel was again attacked by the gun-boats, who, taking a raking position, annoyed the brig much; especially as, her last cable being half shot through and the wind blowing strong in, she could not venture to bring her broadside to bear upon them. All this day and night the Weasel continued warping out from the shore, but very slowly, her people being reduced in numbers and exhausted with fatigue. On the 24th, at noon, the French opened a battery, which they had erected, on a point of the bay close to which the Weasel was obliged to pass; and at 1 P. M. the gun-boats, pulling out in a line astern, recommenced their fire. The wind was now moderate, and shortly

afterwards it fell calm. At 5 P. M. the gun-boats, having got within range, received the contents of the brig's larboard broadside and sheered off; but, owing to the calm, the Weasel was unable to follow up her advantage, and they effected their escape. 1813. Feb. Boats tlem off.

In this very gallant, and, considering the extrication of the vessel from such a host of difficulties, admirably conducted enterprise, the Weasel had her boatswain, (James Toby,) three seamen, and one marine killed, and her commander, badly wounded by a musket-ball through the right hand; but, with a modesty that did him honour, captain Black would not suffer the surgeon to insert his name in the official report. The brig's remaining wounded consisted of her first lieutenant, (Thomas Whaley, severely,) one master's mate, (William Simkin, severely,) one midshipman, (James Stewart,) 19 seamen, and two marines wounded. The loss sustained on the part of the french gun-boats, and at the batteries on shore, could not be ascertained, but must have been severe. Her heavy loss.

On the 2d of February, at daylight, Faro bearing south-south-east distant six miles, the british 18-gun ship-sloop Kingfisher, captain Ewell Tritton, discovered several trabaccolos near Melara steering to the southward. There being little wind, captain Tritton detached the cutter and pinnace, under acting lieutenant George H. Palmer and Mr. John Waller the gunner, to intercept the vessels. After a five hours' chase, the two boats succeeded in capturing one trabaccolo, and in running nine on shore near St.-Catharine's in the island of Corfu, five of which were totally destroyed. In executing this service, the two boats were exposed to a heavy fire of musketry from the heights and from a one-gun battery, and sustained a loss, in consequence, of two men killed and seven severely wounded. Two boats of Kingfisher under lieut. Palmer take and destroy vessels.

On the 6th of January, at 2 P. M., a division of the boats of the 18-pounder 36-gun frigate Havannah, captain the honourable George Cadogan, placed

1813. Dec. Boats of Havannah under lieut. Hamley take a gun-vessel.

under the orders of lieutenant William Hamley, attacked and carried the french gun-boat No. 8, of one long 24-pounder and 35 men, although the vessel was prepared in every respect and was supported by musketry from the shore to which she had been made fast. Lieutenant Hamley had no expectation of meeting an armed vessel, until, upon opening the creek in which the gun-boat lay, the boats were fired upon, and desired by the troops drawn up on the beach to surrender. Three merchant vessels were taken at the same time; and the british loss amounted to one master's mate (Edward Percival) killed and two seamen wounded.

Take vessels from under Vasto.

On the 22d of March the boats of the Havannah, under the same commanding officer, assisted by lieutenant of marines William Hockly, captured, under the town of Vasto, a large trabaccolo, mounting three long french 8-pounders, and destroyed a similar vessel laden with oil. On the 26th, lieutenant Hamley, assisted again by lieutenant Hockly, captured five armed trabaccolos and five feluccas laden with salt, near the town of Fortore. In both instances, the vessels were hauled aground, and were under the protection of a strong body of military and some guns on the beach. No greater loss, notwithstanding, was sustained by the British in either enterprise, than two men slightly wounded. On the 17th of June, in the morning, the boats of the same frigate, still commanded by lieutenant Hamley, landed and brought off, from under the town of Vasto and from the fire of eight guns, 10 sail of merchant vessels; and that with no greater loss than three men slightly wounded.

Boats of Apollo and Weasel under lieut. Bowen destroy tower of St. Cataldo.

On the 21st of December, 1812, the british 38-gun frigate Apollo, captain Bridges Watkinson Taylor, accompanied by the brig-sloop Weasel, chased a trabaccolo under the protection of the tower of St.-Cataldo. As this tower was reputed to be the strongest between Brindisi and Otranto, captain Taylor resolved to attempt its destruction. The boats of the two vessels were accordingly detached

on that service, under the orders of lieutenants George Bowen and Michael Quin. The enemy became so much discouraged at having Murat's neapolitan colours cut down by the first shot from the Apollo's barge, that the tower was carried without the assistance of the ships or the slightest loss. It contained a telegraph, three carriage-guns, and three swivels, and was blown up. 1813, Jan.

Apollo takes the islands of Augusta and Curzola.

On the 18th of January, 1813, rear-admiral Thomas Francis Fremantle, the british commander in chief in the Adriatic, detached the Apollo, accompanied by the Esperanza privateer and four gun-boats, having on board 250 troops under lieutenant-colonel Robertson, to attack the island of Augusta. On the 29th the island surrendered; and captain Taylor bestows great praise upon lieutenant Bowen, first, and Mr. Thomas Ullock, purser, of the Apollo, who served on shore; also, for their gallantry in the frigate's barge, launch, and yawl, midshipmen William Henry Brand, William Hutchinson, and William David Folkes. Colonel Robertson having left a garrison in Augusta, the Apollo and small vessels sailed, on the 1st of February, for the neighbouring island of Curzola; and, on the same night, 160 soldiers, 70 seamen, and 50 marines, with a howitzer, landed at Port Bufalo, and surprised and carried a hill that commanded the town. Finding that, notwithstanding the British had got their field-guns to this spot and that the advance was already in possession of the suburbs, the enemy appeared determined to hold out, captain Taylor took off the Apollo's seamen, and on the morning of the 3d attacked and silenced the sea-batteries. This led to an immediate capitulation. The loss to the British on the occasion amounted to two seamen killed and one slightly wounded, and the Apollo had her mainmast badly wounded and her rigging much cut.

Boats of Apollo

On the night of the 11th of April captain Taylor sent three boats of the Apollo, and two belonging to

1818. April. and Cerberus take Devil's Island, &c.

the 32-gun frigate Cerberus, captain Thomas Garth, cruising in company, to take temporary possession of the Devil's island near the north entrance of Corfu; by which the boats captured a brig and trabaccolo going into Corfu with grain. On the 14th the two frigates chased a vessel, which, on its falling calm, escaped into Malero. Perceiving that the five boats were proceeding to attack her, and fearing from the natural strength of the island that they would not succeed, captain Taylor sent to desire that the boats would wait until the Apollo came up. The message, however, arrived too late, and lieutenant Edward Hollingworth Delafosse, first of the Cerberus, and Mr. Ullock, purser, of the Apollo, were wounded. On the arrival of the Apollo, captain Taylor landed the marines; who, after some skirmishing, captured the island, and found eight vessels laden with grain, but scuttled.

Marines land and drive french troops from St.-Cataldo.

On the 24th of April, at daylight, observing a felucca run into St.-Cataldo and disembark troops, captain Taylor landed 30 marines under lieutenants John Tothill and Colin Campbell, who, by a steady charge, dislodged them from a strong position, made 26 prisoners, and killed one and wounded several. The boats in the mean time brought out the vessel, and the whole service was executed without loss.

Boats of same frigate take a vessel near Brindisi.

On the 17th of May, while cruising off Otranto, the Cerberus discovered an enemy's vessel close to the land a little to the southward of Brindisi: and which, upon being chased, ran herself on shore under a martello tower. Captain Garth immediately despatched three boats belonging to the Cerberus, under lieutenant John William Montagu, and two belonging to the Apollo, under lieutenant William Henry Nares, to attempt to bring out the vessel. This, after receiving her fire, they accomplished without any loss, and drove some of the enemy's troops, who had come down to protect her, a considerable way up the country. The vessel was armed

with a 6-pounder in the bow and a swivel. On the next morning the boats brought off a gun from a martello tower a little further to the southward. 1813. June.

On the 27th, observing a convoy collected in Otranto, which it was thought would push for Corfu the first north-west wind, captain Garth, on the following morning, took a station off Faro, to endeavour to intercept them, and sent the barge and pinnace of the Cerberus and the barge and gig of the Apollo, under lieutenants Montagu and Nares, close in shore. At about 1 A. M. the vessels came out, protected by eight gun-boats. Notwithstanding this strong force, and that they were aided by three more gun-boats from Faro, and the cliffs covered with french troops, the four british boats attacked them in the most determined and gallant manner. Lieutenant Nares, in the Apollo's barge, boarded and carried one gun-boat, and midshipman William Hutchinson, in the Apollo's gig, actually boarded and carried another before the barge of the Cerberus could get alongside. In boarding another gun-boat, Mr. Thomas Richard Suett, master's mate of the Cerberus, was shot through the heart. This, with one seaman killed, and one marine dangerously wounded, was the extent of the british loss. The gun-boats taken had each a 9-pounder in her bow and two 4-pounders abaft, and were carrying troops to Corfu. Four of the convoy were also taken.

Capt. Harper of the Saracen lands and takes Zapano

On the 17th of June, at 9 P. M., captain John Harper, of the 18-gun brig-sloop Saracen, accompanied by lieutenant William Holmes and lieutenant of marines Edward Hancock, put off with his boats containing 40 men, and at 11 P. M. landed upon the island of Zapano. After a difficult march of three miles, captain Harper surprised and took prisoners a corporal's guard that was in advance. Pushing for the guard-house and commandant's quarters, he then carried the whole by the bayonet, without loss, and took 36 prisoners, including the commanding officer of the two islands of Zapano and Mezzo. The remaining

1813. June. 16 officers and men of the garrison effected their escape.

Boats of Elizabeth and Eagle take vessels off Goro.

On the 29th of April the boats of the 74-gun ships Elizabeth and Eagle, captains Edward Leveson Gower and Charles Rowley, under the orders of lieutenants Mitchell Roberts and Richard Greenaway, assisted, among others, by lieutenant Thomas Holbrook, fell in, off Goro, with a convoy of seven armed merchant vessels, laden with oil. Four of them were captured, and the remaining three ran themselves on shore into a tremendous surf, under the protection of a two-gun battery, two schooners, and three settee gun-boats, that opened a most galling fire. Notwithstanding all these difficulties, one of the vessels was brought off, and another destroyed, without a casualty.

Boats of same two ships land at Omago, &c.

On the 8th of June, observing three vessels, supposed to contain powder, within the town of Omago on the coast of Istria, captain Gower, after the two ships had fired for some time, detached the marines, under captain John Hore Graham and lieutenants Thomas Price and Samuel Lloyd, who soon drove the enemy, consisting of 100 french soldiers, out of the town; while the boats of the Elizabeth and Eagle, under lieutenants Mitchell Roberts, Martin Bennett, Richard Greenaway, and William Hotham, destroyed a two-gun battery and brought out four vessels. This service was executed with no greater loss than one man wounded.

Boats of Elizabeth take possession of Dignano.

On the 20th, at daybreak, captain Gower caused to be landed at Dignano, opposite to the Prioni islands, 50 seamen from the Elizabeth, under the orders of lieutenants Roberts and Bennett, and the marines under captain Graham and lieutenant Price; who, assisted by lieutenant Henry Richard Bernard with a division of armed boats, took possession of the town, and made prisoners of the french troops within it, without the slightest loss.

On the 3d of July, in the morning, rear-admiral Fremantle, with the 74-gun ships Milford, (flag,)

captain John Duff Markland, Elizabeth, and Eagle, Bacchante frigate, and gun-brig Haughty, lieutenant James Harvey, got under way, with a light breeze at south-west, from an anchorage about four miles from Fiume; and, leaving a detachment of boats and marines with the Haughty to storm the battery at the mole-head as soon as the guns were silenced, proceeded to attack the sea-line batteries of the town, mounting 15 heavy guns. A shift of wind to the south-east, aided by a strong current from the river, broke the ships off, and the Eagle could only fetch the second battery, opposite to which she anchored; and against which she presently opened so well-directed a fire, that the fort soon became silenced. 1813. July. Rear-adm. Fremantle attacks Fiume.

This being communicated by telegraph, rear-admiral Fremantle made the signal to storm; when captain Rowley, leading in his gig the first detachment of marines, took possession of the fort and hoisted english colours; while captain Hoste, with the marines of the Milford, took and spiked the guns of the first battery, which had been under the fire of the Milford and Bacchante, and early evacuated. Leaving a party of seamen to turn the guns of the second battery against the others, captain Rowley, without losing time, boldly dashed on through the town, although annoyed by the enemy's musketry from the windows of the houses, and a field-piece placed in the centre of the great street; but the marines, headed by lieutenants Samuel Lloyd and Edmund Nepean, and the seamen from the boats, proceeded with such firmness, that the french troops retreated before them, drawing the field-piece until they came to the square; where they made a stand, taking post in a large house. At this time the boats, under captain Markland, with their carronades, opened upon the gable end of it with such effect, that the French gave way at all points, and forsook the town in every direction. Captain Hoste, with his division, followed close to captain Rowley; and, on their junction, the two captains took possession Capts. Rowley and Hoste land, defeat french troops, and take the town.

1813. July. of the two batteries, along with the field-piece, stores, and shipping; but no prisoners were made, the governor and every officer and man of the garrison having ran away.

Slight loss incurred. Considering that the number of troops in the town, besides the natives, was upwards of 350, the loss on the british side, in amounting to only one marine killed, and lieutenant Lloyd and five seamen and marines wounded, was comparatively trifling. Although the town was stormed in every part, such was the prudent management of captains Rowley and Hoste, that not an individual was plundered, nor was any thing taken away, except what was afloat and in the government stores. Ninety vessels were captured. More than half of these were restored to the proprietors; 13, laden with oil, grain, powder, and merchandise, were sent to Lissa, and the remainder destroyed. The guns on the batteries were rendered useless, and 500 stands of arms and 200 barrels of powder were brought off.

Vessels &c. taken and destroyed

Capts. Hoste and Markland at Porto Ré, &c. On the 5th the british squadron moved from Fiume to Porto-Ré; at which place captains Hoste and Markland landed with the marines, and found the forts abandoned by the enemy. The boats went up to Bocca-Ré, where a convoy of 13 sail had been scuttled; and, after rendering the guns, 10 in number, useless, and destroying the carriages and works, the two captains returned to their respective ships.

Eagle attacks and destroys fortress of Farasina. On the 7th, at 11 A.M., the Eagle attacked the fortress of Farasina, mounting five 18-pounders. After some resistance, the works were stormed and carried, under cover of the ship's fire, by a party of seamen and marines, under the command of lieutenants Greenaway and Hotham and lieutenant of marines Samuel Lloyd. The guns were disabled and the works laid in ruins; and at 2 P.M. the party reembarked, with no greater loss than midshipman John Hudson slightly wounded.

Capt. Hoste lands On the 2d of August, in the evening, while the Eagle and Bacchante were sailing along the coast of

Istria, a convoy of 21 sail was seen at anchor in the harbour of Rovigno. Conceiving the capture of the vessels feasible, an attack was determined on; and, the Bacchante leading in, the two ships opened their fire on the batteries. After some resistance, the batteries were abandoned; whereupon captain Hoste landed with a detachment of seamen and marines, drove the enemy out of the town, disabled the guns, and destroyed or brought off the whole of the vessels; and that with so slight a loss as one marine wounded. 1813. Aug. At Rovigno, destroys batteries, &c.

On the 4th of August, in the evening, the boats of the 74-gun ship Milford and brig-sloop Weasel, under captain Black of the latter, accompanied by lieutenant John Grant, and lieutenant of marines Kenyon Stevens Parker, left the Milford about seven leagues from the island of Ragosniza, and, having passed the sea-battery within pistol-shot unperceived, landed at the back of the island. At daylight on the 5th, the french troops were saluted with a cheer from the British at the top of the hill; who, quickly descending, entered the battery at the rear, where it was open, and carried it without much resistance. Six 24-pounders and two 7½-inch mortars were mounted on the battery. These were disabled, a newly erected signal tower demolished, and the seamen and marines returned on board without any loss. Capt. Black of the Weasel lands at and takes Ragosniza.

On the 5th of October rear-admiral Fremantle, with the Milford, Eagle, and some smaller vessels, arrived off and blockaded the port of Triest, while a detachment of austrian troops from the main body under general count Nugent invested the town by land. On the 10th the French unexpectedly opened a masked battery of two guns upon the Milford, whose stern was towards the shore. Captain Markland in a few minutes got a spring upon the cable, and in a quarter of an hour disabled both guns, and killed two and wounded seven of the men stationed at them, while not a man was hurt on Attack upon and surrender of Triest.

1813. Oct. board the Milford. On the same day captain Markland landed with the marines and two field-pieces; and on the 11th general Nugent returned from Gorizia, having obliged the viceroy to pass the Isongo. It was then determined to lay siege to the castle. By the 16th the British had 12 guns in two batteries, which opened their fire and continued it nearly the whole day. Towards evening the French were driven from the windmill, and the Austrians took possession of the fort, and of two howitzers advanced there. The fire was continued with increased effect until the 29th, when colonel Rabie, the french commanding officer, surrendered on a capitulation.

Naval officers serving on shore.

Captain Rowley commanded one of the batteries on shore, and was accompanied by lieutenants William Hotham and Charles Moore, and midshipman Edward Hibbert. Captain Fairfax Moresby, of the brig-sloop Wizard, also commanded a battery, and, having been ordered to form another battery of four 32-pounders within breaching distance, he did so in the course of 56 hours, under every disadvantage of weather, and without any other assistance than 50 men from the Milford and 20 from his own sloop. Mr. William Watts, acting master of the Wizard, and who was severely wounded, is also spoken highly of in the rear-admiral's despatch; as is likewise captain David Dunn, of the armed en flûte 32-gun frigate Mermaid. Captain Markland, as has already been mentioned, was also on shore in command of the marines. The loss of the British on this occasion amounted to 10 seamen and marines killed, and 35 wounded, including Mr. Watts and a midshipman of the Wizard, Edward Young.

Loss on the occasion.

Bacchante and Saracen force passage by Castel-Nuova and Ragusa.

On the 12th the Bacchante arrived off Ragusa, and was joined by the Saracen and three gun-boats, with a detachment of the garrison of Curzola on board; and, from the information of captain Harper and the insurrection of the Boccheses, captain Hoste lost no time in proceeding to Castel-Nuova. On

the 13th, in the morning, the Bacchante and Saracen forced the passage between that castle and the fort of Rosas, and, after some firing, secured a capital anchorage for the squadron about three miles above Castel-Nuova. At 10 P. M. captain Hoste detached captain Harper with the two sicilian gun-boats, the launch and barge of the Bacchante, and the boats of the Saracen, to capture the enemy's armed naval force represented to be lying between the island of St.-George and the town of Cattaro. 1813. Sept.

On going through the passage of Cadone, the boats received a heavy but ineffectual fire from the island of St.-George; and at midnight, when within four miles of Cattaro, captain Harper found the enemy's four gun-boats in a state of revolt, and instantly took possession of them. He then landed and summoned the inhabitants, who immediately, at his request, armed en masse against the French. Having brought about this change, captain Harper hoisted the english and austrian flags on board the four captured gun-boats, and, manning them with part English, proceeded down to attack the island of St.-George. On the 13th, at 6 A. M., a heavy and well-directed fire was opened from the gun-boats under the command of lieutenant Frank Gostling of the Bacchante, upon the island, and returned from the batteries. In 15 minutes, however, the French were driven from their guns, and were eventually compelled to surrender at discretion. The possession of this island was of great importance, as it commands the narrow channel to the narrow branch of the river that leads up to Cattaro. Capt. Harper takes the island of St.-George

On the 16th of September, at daylight, the british 18-gun brig-sloop Swallow, captain Edward Reynolds Sibly, being well in-shore between the river Tiber and d'Anzo, discovered a brig and xebec between herself and the latter harbour. Captain Sibly immediately despatched after them three of the Swallow's boats, under the orders of lieutenant Samuel Edward Cook, assisted by master's mate Boats of Swallow off D'Anzo.

1813. Sept. Thomas Cole and midshipman Henry Thomas. After a row of two hours, the boats overtook, close under D'Anzo, the french brig Guerrier, of four guns and 60 stands of small-arms; and, notwithstanding that numerous boats and two gun-vessels had been sent from D'Anzo to her assistance, and kept the brig in tow until the British were alongside, lieutenant Cook and his party gallantly carried her; but, in doing so, he sustained a loss, in his own boat, of two seamen killed and four severely wounded.

Edinburgh and squadron attack D'Anzo.

On the 5th, in the morning, the 74-gun ship Edinburgh, captain the honourable George Heneage Lawrence Dundas, 38-gun frigates Impérieuse, captain the honourable Henry Duncan, and Resistance, captain Fleetwood Broughton Reynolds Pellew, sloops Swallow, Eclair, and Pylades, the two latter commanded by captains John Bellamy and James Wemyss, assembled off the port D'Anzo, where lay a convoy of 29 vessels, which for several days past had been watched by captain Duncan. The necessary arrangements having been made by that officer for the attack, captain Dundas merely added the force of the Edinburgh to it. The place was defended by two batteries, mounting two heavy guns each, on a mole, a tower to the northward of this with one gun, and a battery to the southward with two guns, to cover the mole.

Ships open their fire, seamen land, &c.

At 1 h. 30 m. P. M., every thing being prepared, the ships bore up, and took their stations as follows: The Impérieuse and Resistance against the mole batteries; the Swallow against the tower; the Eclair and Pylades against the battery to the southward, and the Edinburgh supporting the two last-named ships. Soon after the ships had opened their fire, which they did together by signal, a detachment of seamen, under lieutenant Eaton Travers, of the Impérieuse, and the marines under captain Thomas Mitchell, landed in the best order close under the southern battery, which lieutenant Travers instantly carried, driving the French in all directions. Lieutenant

David Mapleton having also taken possession of the mole-head, the convoy, 20 of which were laden with timber for the arsenal at Toulon, were brought out without any loss. Before leaving the place, the British blew up all the works; and the ships received no greater injury than a few shot in their hulls and some damaged rigging. It appears that captain Duncan had gained some very material information respecting the strength of D'Auzo by a gallant exploit performed a few nights previously by lieutenant Travers; who, at the head of a single boat's crew, stormed, carried, and destroyed, a tower mounting one gun, and brought off the guard as prisoners.

1813. Oct. A large convoy taken.

Gallant exploit of lieut. Travers.

On the 14th of October, at 1 P. M., the 36-gun frigate Furieuse, running along the coast towards the island of Ponza, observed, in the harbour of Marinelo, situated about six miles to the eastward of Civita-Vecchia, a convoy of 19 vessels, protected by two gun-boats, a fort of two long 24-pounders, and a strong fortified tower and castle. It appearing practicable to cut them out, lieutenants Walter Croker and William Lester, and lieutenants of marines James Whylock and William Davis, gallantly volunteered to storm the fort on the land side, while the frigate anchored before it. This service was promptly executed; and, after a few broadsides from the Furieuse, the battery was carried, and the guns spiked, by the party on shore.

Furieuse attacks batteries at Marinela.

The french troops retreated to the strong position of the castle and tower overlooking the harbour; whence they kept up a constant fire of musketry through loopholes, without the possibility of being dislodged, although the Furieuse weighed and moved in, so that the whole fire of the ship was directed upon it. Nothing could damp the ardour of the party on shore, who, together with lieutenant Lester in the boats, lost not a moment in boarding and cutting the cables of 16 vessels under a most galling fire. Two of the vessels sank at the entrance of the

Boats capture a large convoy

1813. Nov. harbour, but the remaining 14, deeply laden, were brought out. The loss to the British in performing this service, which was over in three hours, amounted to two men killed and 10 wounded.

Boats of Revenge cut out a privateer from Palamos.

On the 8th of November, at 8 h. 30 m. P. M., the boats of the 74-gun ship Revenge, captain sir John Gore, under the orders of lieutenant William Richards, assisted by lieutenant Thomas Blakiston, captain of marines John Spurin, and master's mates and midshipmen Thomas Quelch, William Rolfe, Henry Fisher, Benjamin Mainwaring, John Harwood, Valentine Munbee, George Fraser, Robert Maxwell, Charles M. D. Buchanan, and John P. Davey, were sent into the harbour of Palamos, to endeavour to cut out a french felucca privateer. At 11 P. M. lieutenant Richards and his party boarded and carried the privateer, without having a man hurt, and by 1 A. M. on the 9th had brought her alongside the Revenge.

Boats of Undaunted and Guadeloupe cut out vessels from Port-Nouvelle.

On the 9th captain Ussher sent the boats of the Undaunted, under the orders of lieutenant Joseph Robert Hownam, assisted by lieutenant Thomas Hastings and lieutenant of marines Harry Hunt, also the boats of the Guadeloupe brig, under lieutenant George Hurst and Mr. Alexander Lewis the master, into Port-Nouvelle. The batteries were stormed and carried in the most gallant manner, and two vessels captured and five destroyed, without a casualty.

Boats of Swiftsure board and carry Charlemagne.

On the 26th of November, off Cape Rousse, island of Corsica, the boats of the british 74-gun ship Swiftsure, captain Edward Stirling Dickson, under the orders of lieutenant William Smith, the 4th, were detached in pursuit of the french privateer schooner Charlemagne, of eight guns and 93 men, who was using every exertion by sweeping to effect her escape. On the approach of the boats, the privateer made every preparation for resistance, and reserved her fire till the boats had opened theirs; when the schooner returned it in the most determined manner

for some minutes, until the boats got close alongside. The British then boarded the Charlemagne on the bow and quarter and instantly carried her; but not without a serious loss, having had one midshipman (Joseph Douglas) and four seamen killed, and two lieutenants (Rose Henry Fuller and John Harvey, the latter mortally,) one lieutenant of marines, (James Robert Thompson,) one midshipman, (— Field,) and 11 seamen wounded. 1813. Loss on the occasion.

On the 25th of November, 1812, the two new french 40-gun frigates Aréthuse, commodore Pierre-François-Henry-Etienne Bouvet, and Rūbis, captain Louis-François Ollivier, sailed from Nantes on a cruise. In January these two frigates, accompanied by a portuguese prize-ship, the Serra, steered for the coast of Africa, and on the 27th, when off Tamara, one of the Isles de Los, the Rubis, who was ahead, discovered and chased a brig, which was the british gun-brig Daring, lieutenant William R. Pascoe. The latter, when at a great distance, taking the Rubis for an english frigate, sent his master in a boat to board her. On approaching near, the boat discovered her mistake and endeavoured to make off, but was captured. The Daring was now aware of her perilous situation, and crowded sail for Tamara, followed by the Rubis; whom the lightness of the breeze delayed so much, that the brig succeeded in running on shore and her crew in setting her on fire. The two french frigates, at 6 P. M., came to an anchor in the road of Isle de Los. Here captain Bouvet learnt, that Sierra-Leone was the rendezvous of two british frigates and several sloops of war; that one of the former had recently quitted the coast, and that the remaining frigate, reported to him as larger and stronger than either of his own, still lay at anchor in the river. Aréthuse and Rubis chase Daring on shore. Anchor at Isle de Los.

In the course of six days, the french commodore refitted his ships, and supplied them with water and provisions for six months. Having also sent to Sierra-Leone to exchange the few prisoners in his Sail again.

1813. Jan. possession, consisting, besides the boat's crew of the Daring, of the master and crew of a merchantman he had taken, captain Bouvet, on the 4th, weighed and made sail with his two frigates. At 4 P. M. the Aréthuse, who was ahead, struck on a coral bank, but, forcing all sail, got off immediately, with no greater damage than the loss of her rudder. The two frigates then reanchored, but, driving in a gale of wind, were obliged, at 3 A. M. on the 5th, to get under sail; the Aréthuse contriving a temporary rudder while her own was repairing.

Rubis is lost on the rocks.

At daylight, when the gale had abated, the Aréthuse found herself lying becalmed within four leagues north-east of the island of Tamara; and captain Bouvet was surprised to discover his consort still among the islands, covered with signals, which the distance precluded him from making out, but which were judged to be of melancholy presage. At 8 A. M. the Aréthuse anchored in 12 fathoms. At 11 A. M. the Rubis was observed to fire several guns, and at noon to have the signal flying, that the pumps were insufficient to free her. Captain Bouvet immediately sent his longboat with two pumps; but at 2 A. M. on the 6th the officer returned, with information that the Rubis had struck on the rocks, and that her crew were removing to the portuguese ship. At daylight, by which time she had repaired and reshipped her rudder, the Aréthuse discovered a large ship to-windward. This was the british 38-gun frigate Amelia, captain the honourable Frederick Paul Irby, from Sierra-Leone.

Lieut. Pascoe joins Amelia at Sierra-Leone.

It was at 3 h. 30 m. P. M. on the 29th of January, that lieutenant Pascoe and a part of his crew joined the Amelia, then moored off Free-Town, Sierra-Leone, bringing information, that he had left "three french frigates" at anchor in Isle de Los road. The Amelia began immediately to bend sails and clear for action, and in the evening was joined by the Hawk merchant schooner, with some more of the Daring's men. On the morning of the 30th the

Amelia's launch-carronade was put on board the Hawk, and lieutenant Pascoe, having volunteered, was despatched in her to reconnoitre the french ships. 1813, Feb.

On the 2d of February, at noon, lieutenant Pascoe returned, with intelligence of the names of the two french frigates and their prize; and also of captain Bouvet's intention to proceed immediately to sea, to intercept the british homeward-bound trade. On the 3d, at 8 A. M., the cartel-cutter, noticed as having been despatched by captain Bouvet, arrived with prisoners, including the crew of the Daring's boat; and at 10 h. 30 m. the Amelia, with a debilitated crew, for whose recovery she was about to proceed to England, got under way, and made sail, against a west-south-west wind, for the Isles de Los, in the hope of falling in with some british cruiser that might render the match more equal, and prevent the two french frigates from molesting several merchant vessels that were daily expected at Sierra-Leone. Amelia sails in quest of french frigates.

On the 5th, at 8 A. M., the Amelia got a sight of Isle de Los; and at 8 P. M., when standing to the north-east, and then distant three leagues west-north-west of Tamara, she observed a strange sail in the north-east, or right ahead, making night-signals. Supposing this vessel to be one of the french frigates, the Amelia tacked to the westward, the wind now blowing fresh from the north-west. On the 6th, at daylight, the Amelia again tacked to the north-east, and at 9 A. M. spoke the Princess-Charlotte government-schooner from Sierra-Leone, the vessel that had been making signals the preceding night. At 9 h. 30 m. A. M. the french ships were observed in the north-east, at anchor off the north end of Tamara; one, the Aréthuse, considerably to the northward of the other, who appeared to be unloading the prize, but was really removing into the latter her own crew. At 10 A. M. captain Irby despatched the Princess-Charlotte to Sierra-Leone, with directions for any british ship of war that might arrive there Discovers them apparently at anchor, with their prize.

1813. Feb. to repair immediately to him. The Amelia then bore away for Tamara to reconnoitre the enemy.

Aréthuse sails and Amelia stands to separate her from her consort

At 2 h. 30 m. P. M. the two french frigates were observed to interchange signals; and at 3 h. 20 m. the Aréthuse weighed and made sail on the starboard tack, with a moderate breeze at south-south-west. The Amelia thereupon shortened sail, and hauled to the wind on the same tack as the Aréthuse. In a few minutes the latter tacked to the westward, to avoid a shoal, and the Amelia did the same. At 6 P. M. the Aréthuse bore from the Amelia north-north-east distant six miles; at which time the Rubis, as supposed, but probably the Serra, was observed to have her topsails hoisted. At 6 h. 30 m. P. M. the north end of Tamara bore from the Amelia east-south-east distant five leagues. At 8 P. M. the Amelia lost sight of the Aréthuse; and at 8 h. 30 m., in order to keep off shore during the night, captain Irby tacked to the south-south-west, with the wind now from the westward. At 6. h. 45 m. A. M. on the 7th the Amelia discovered the Aréthuse about eight miles off in the south-east; but a calm, which came on at 8 A. M., kept both frigates stationary. At noon a light breeze sprang up from the west-north-west: whereupon the Aréthuse stood towards the Amelia, on the larboard tack, under all sail; the latter making sail also, in the hope to draw the Aréthuse from her consort, still supposed to be in a condition to follow and assist her.

The two ships manœuvre and the action commences

At 5 P. M., finding the wind beginning to fall, and conceiving that he had drawn the Aréthuse to a sufficient distance from her consort, captain Irby shortened sail, wore round, and, running under his three topsails with the wind on the starboard quarter, steered to pass, and then to cross the stern of, the Aréthuse; who was standing, under the same sail, close hauled on the larboard tack. To avoid being thus raked, captain Bouvet, at 7 h. 20 m. P. M., tacked to the south-west, and hoisted his colours; as the Amelia previously had hers. It was

now a fine moonlight night, with the wind very moderate, and the sea nearly as smooth as a millpond. At 7 h. 45 m., just as the Amelia had arrived within pistol-shot upon her starboard or weather bow, the Aréthuse opened her fire; which was immediately returned. After about three broadsides had been exchanged, the main topsail of the Amelia, in consequence of the braces having been shot away, fell aback. Owing to this accident, instead of crossing her opponent as she intended, the Amelia fell on board of her; the jib-boom of the Aréthuse carrying away the Amelia's jib and stay, and the french ship's bumpkin or anchor-flook, part of the british ship's larboard forecastle barricade. 1813. Feb.

Amelia falls on board Aréthuse.

The Aréthuse now opened a heavy fire of musketry from her tops and mast-heads, and threw several hand-grenades upon the Amelia's decks, hoping, in the confusion caused by such combustibles, to succeed in an attempt to board; for which purpose several of the Aréthuse's men had stationed themselves in her fore rigging. A man was now seen on the spritsail yard of the Aréthuse, making strenuous efforts to get on board the Amelia. Scarcely had the poor fellow called out, "For God's sake don't fire, I am not armed," when a musket-ball from a british marine dropped him in the water. It was afterwards ascertained, that one of the crew of the Aréthuse, a Hamburgher, had formerly belonged to the Amelia, having been taken out of one of her prizes on the coast of Spain and forced to enter on board the french frigate. It appears that the man was so desirous to get back to his ship, that he requested a settler at the Isle de Los to secrete him till an opportunity offered of his reaching Sierra-Leone. The probability therefore is, that the man, so shot, while upon the spritsail yard of the Aréthuse, was the unfortunate Hamburgher.

Anecdote of a Hamburgher on board Aréthuse.

Finding that, owing in a great degree to the steady and well-directed fire kept up by the Amelia's marines, her object could not be accomplished,

1813. Feb. Amelia falls on board a second time.

the Aréthuse threw all aback and dropped clear. In doing this, her spritsail yard knocked lieutenant William Reeve, who had been invalided from the Kangaroo sloop, from the break of the forecastle into the waist. Setting her main topgallant and middle staysails, (her jib for the time being disabled,) the Amelia endeavoured again to get her head towards the bow of the Aréthuse. The Amelia at length did so, but, in attempting a second time to cross her antagonist, a second time fell on board of her; and the two ships now swung close alongside, the muzzles of their guns almost touching. This was at about 9 h. 15 m. P. M., and a scene of great mutual slaughter ensued. The two crews snatched the sponges out of each other's hands through the portholes, and cut at one another with the broadsword. The Amelia's men now attempted to lash the two frigates together, but were unable, on account of the heavy fire of musketry kept up from the Aréthuse's decks and tops; a fire that soon nearly cleared the Amelia's quarterdeck of both officers and men. Among those who fell on the occasion were the first and second lieutenants, (John James Bates and John Pope,) and a lieutenant of marines. Captain Irby was also severely wounded, and obliged to leave the deck to the command of the third lieutenant, George Wells; who, shortly afterwards, was killed at his post, and Mr. Anthony De Mayne, the master, took the command.

Capt. Irby badly wounded.

Ships mutually draw away, and action ceases.

The mutual concussion of the guns at length forced the two frigates apart; and, in the almost calm state of the weather, they gradually receded from each other, with, however, their broadsides still mutually bearing, until 11 h. 20 m. P. M.; when both combatants, being out of gun-shot, ceased firing. Each captain thus describes this crisis. Captain Irby says: "When she (the Aréthuse) bore up, having the advantage of being able to do so, leaving us in an ungovernable state, &c." Captain Bouvet says: "At eleven o'clock the fire ceased on both

sides; we were no longer within fair gun-shot, and the enemy, crowding sail, abandoned to us the field of battle."—"A onze heures, le feu cessa de part et d'autre; nous n'étions plus à bonne portée, et l'ennemi se couvrit de voiles, nous abandonnant le champ de bataille."* 1813. Feb.

The damages of the Amelia, although, chiefly on account of the smooth state of the sea, they did not include a single fallen spar, were very serious; the frigate's masts and yards being all badly wounded, her rigging of every sort cut to pieces, and her hull much shattered. But her loss of men will best show how much the Amelia had suffered. Of her proper crew of 265 men, and 30 (including, as if 18 were not already enough, 12 established supernumerary) boys, and her 54 supernumerary men and boys, composed chiefly of the Daring's crew, the Amelia had her three lieutenants, (already named,) second lieutenant of marines, (Robert G. Grainger,) lieutenant Pascoe, late commander of the Daring, one midshipman, (Charles Kennicott,) the purser of the Thais, (John Bogue, of his second wound,) 29 seamen, seven marines, and three boys killed, her captain, (severely,) lieutenant Reeve, invalided from the Kangaroo sloop, the master, (already named,) first lieutenant of marines, (John Simpson,) purser, (John Collman,) boatswain, (John Parkinson, dangerously,) one master's mate, (Edward Robinson,) four midshipmen, (George Albert Rix, Thomas D. Buckle, George Thomas Gooch, and Arthur Beever,) 56 seamen, (two mortally,) 25 marines, (three mortally,) and three boys wounded: total, 51 killed and died of their wounds, and 90 wounded, dangerously, severely, and slightly. Damage and loss on board Amelia

The Aréthuse, as well as her opponent, left off action with her masts standing; but they were all Same on board Aréthuse.

* Mon. April 29. An english translator of captain Bouvet's letter has rendered "Nous n'étions plus à bonne portée" by "We were no longer in good condition." See Naval Chronicle, vol. xxix. p. 385.

1813. Feb. more or less wounded, and her rigging was much cut. Her hull must also have suffered considerably; as her acknowledged loss, out of a crew, including the boat's crew of the Rubis, of at least 340 men and boys, amounted to 31 killed, including 11 of her officers, and 74 wounded, including nearly the whole of her remaining officers.

Guns, &c. of the two ships. The guns of the Amelia (late french Proserpine*) were the same as those mounted by the Java, with an additional pair of 32-pounder carronades, or 48 guns in all. The guns of the Aréthuse were the same, in number and caliber, as the Java mounted when captured as the french Renommée.† Although the total of men and boys on board the Amelia would be 349, yet, if we are to allow for the number of her men that were unable to attend their quarters, and for the feeble state of many of the remainder, among whom, including the Daring's, there were nearly 40 boys, 300 will be an ample allowance. The Aréthuse has been represented to have had a crew of 375 or 380 men, but we do not believe she had a man more of her proper crew than 330; making, with the boat's crew of the Rubis, 340. The Aréthuse was the sister-frigate of the Renommée: consequently the tonnage of the Java will suffice.

COMPARATIVE FORCE OF THE COMBATANTS.

		AMELIA.	ARÉTHUSE.
Broadside-guns	No.	24	22
	lbs.	549	463
Crew	No.	300	340
Size	tons	1059	1073

Remarks on the action. Here was a long and bloody action between two (taking guns and men together) nearly equal opponents, which gave a victory to neither. Each combatant withdrew exhausted from the fight; and each, as is usual in the few cases of drawn battles that have occurred, claimed the merit of having forced the other to the measure. But it

* See vol. i. p. 174. † See p. 31.

must now be clear, from the Amelia's damaged state, that captain Bouvet was mistaken when he said, that she crowded sail to get away: it is much more probable, as requiring no other effort than shifting the helm, that the Aréthuse, as captain Irby states, bore up. 1815. Feb.

Viewing the relative effectiveness of the two crews, one debilitated by sickness, the other, as admitted, in the full vigour of health; considering that, although both frigates sustained an almost unparalleled loss of officers, the captain of one of them only was obliged to give up the command; considering, also, the difference in the numerical loss, 141 and 105, a difference mainly attributable, no doubt, to the fatigued state of the Amelia's crew at the latter part of the action; we should say, that the Aréthuse, had she persevered, or could she, being to-leeward, have done so, would, in all probability, have taken the british frigate. In saying this, we are far from placing every french 40-gun frigate upon a par with the Aréthuse: she was excellently manned, and was commanded by one of the best officers in the french navy. The chief part of the crew of the Aréthuse may, it is true, have been conscripts; but, then, they were the conscripts of the year 1807, and were under an officer capable, if any officer was so, of making them good seamen. Probability that Aréthuse would have been successful.

With respect to captain Irby, his critical situation, without reference to the state of his crew, must not be overlooked. The Amelia commenced, gallantly commenced, the action, under the impression that another french frigate, also equal in force to herself, was, although out of sight, at no great distance off. If, then, there was a probability of the approach of the Rubis when the action began, how must that probability have been heightened after the action had lasted three hours and a half, both ships remaining nearly stationary the whole time, and the wind, when it afterwards sprang up, drawing from the eastward, the direction in which the Rubis had been last seen? Gallant behaviour of captain Irby.

1813. Feb. In addition to all this, the Amelia had on board a considerable quantity of gold dust, belonging to merchants in England. Upon the whole, therefore, both frigates behaved most bravely; and, although he had no trophy to show, each captain did more to support the character of his nation, than many an officer who has been decorated with the chaplet of victory.

A hint to the Americans. Previously to quitting the action of the Amelia and Aréthuse, we would request the boasters in the United States of America to compare the execution here done by an 18-pounder french frigate, with the best performance of one of their huge 24-pounder frigates; bearing in mind, that it was done against an opponent, not only equal to herself in force, but equally able to manœuvre by the possession of her masts; that it was done in a fair side-to-side action, neither frigate, during the three hours and a half's engagement, having had an opportunity to give one raking fire. It will, no doubt, also strike commodores Decatur and Bainbridge, that, so far from constantly evading the close assaults of his antagonist, captain Bouvet remained nearly in the same position from the commencement of the battle to its termination.

Amelia sails for England. Both frigates found ample employment, during the remainder of the night, in clearing their decks of dead and wounded, and in securing their damaged masts. At daylight on the 8th they were about five miles apart, the Aréthuse to the eastward of the Amelia, and both nearly becalmed. On a light breeze springing up, the Amelia, having bent a new foresail and fore topsail, made sail before it to the southward, on her way to Madeira and England; and the Aréthuse stood back to Isle de Los, to see what had become of captain Ollivier and his people. On the morning of the 10th the Aréthuse was joined by the Serra, with the late crew of the Rubis, stated then to consist of 300 men.

Taking half the number on board his frigate, captain Bouvet, with the Serra in tow, steered for

France. On reaching the latitude of Madeira, however, captain Bouvet removed every man out of the Serra, and destroyed her, as she retarded the Aréthuse in her voyage. On the 18th of March, in latitude 33° 30′ north, longitude 40° west, the french frigate fell in with and boarded the Mercury and another cartel, having on board the surviving officers and crew of the late british frigate Java; and on the 19th of April, after having made in the whole about 15 prizes, the Aréthuse anchored in Saint-Malo; as on the 22d of the preceding month had the Amelia at Spithead. 1813. Aréthuse sails for France and arrives at St.-Malo.

Another pair of french 40-gun frigates had been nearly the same route as the Aréthuse and Rubis, but, during a two months and a half's cruise, had not encountered a single hostile vessel of war. The Hortense and Elbe, captains Pierre-Nicolas Lahalle and Jules Desrostours, sailed from Bordeaux on the 7th of December, 1812; and, steering for the coast of Africa, anchored on the 4th of January between the Bissagot islands, a little to the northward of Sierra-Leone. They sailed soon afterwards, cruised a short time off the Azores, and on the 15th of February succeeded in entering Brest. Cruise of Hortense and Elbe.

While, in the early part of December, 1812, the United States' frigate Constitution, commodore Bainbridge, and ship-sloop Hornet, of eighteen 32-pounder carronades and two long 12-pounders, captain James Lawrence, were waiting at St.-Salvador to be joined by the Essex,* an occurrence happened, which the characteristic cunning of Americans turned greatly to their advantage. In the middle of November the british 20-gun ship Bonne-Citoyenne, of eighteen 32-pounder carronades and two long 9-pounders, captain Pitt Barnaby Greene, having, while coming from Rio-de-la-Plata, with half a million sterling on board, damaged herself greatly by running on shore, entered the port of St.-Salvador, to land her cargo and be hove down. Bonne-Citoyenne arrives at St.-Salvador and is hove down.

* See p. 199.

1813. March. Challenge from captain Lawrence to captain Greene

When the ship was keel-out, the two american ships arrived in the port. The american consul and the two american commanders now laid their heads together, to contrive something which, without personal risk to any one of the three, should contribute to the renown of their common country. What so likely as a challenge to captain Greene? It could not be accepted; and then the refusal would be as good as a victory to captain Lawrence. Accordingly, a challenge for the Hornet to meet the Bonne-Citoyenne was offered by captain Lawrence, through the american consul, to the british consul, Mr. Frederick Lauderman; commodore Bainbridge pledging his honour to be out of the way, or not to interfere.

Capt. Greene refuses the terms.

Without making the unpleasant avowal, that his government, upon this occasion, had reduced the vessel he commanded from a king's cruiser to a merchant ship, captain Greene transmitted, through the consular channel, an animated reply; refusing a meeting, "upon terms so manifestly disadvantageous as those proposed by commodore Bainbridge." Indeed, it would appear, as if the commodore had purposely inserted the words, "or not interfering," lest captain Greene, contrary to his expectation, should accept the challenge. For, had the two ships met by agreement, engaged, the Constitution looked on without interfering, and the british ship been the conqueror, the pledge of honour, on the part of both american commanders, would have been fulfilled; and can any one for a moment imagine, that commodore Bainbridge would have seen the Bonne-Citoyenne carry off a United States' ship of war, without attempting her rescue? It was more than his head was worth. Where was the guarantee against recapture, which always accompanies a serious proposal of this sort, when a stronger force, belonging to either party, is to preserve a temporary neutrality? The bait, therefore, did not take: the specie remained safe; and the american officers were obliged to content themselves with all the

Their absurdity shown.

benefit they could reap from making a boast of the circumstance. This they did; and, to the present hour, the refusal of the Bonne-Citoyenne to meet the Hornet stands recorded in the american naval archives, as a proof of the former's dread, although the "superior in force," of engaging the latter. The two ships, as has just been seen, were equal in guns, and not very unequal in crews; the Hornet having 171 men and two boys, the Bonne-Citoyenne, including 21 supernumeraries, 141 men and nine boys. But this inferiority was in a great degree compensated, by the pains which captain Greene had taken, to teach his men the use of their guns. 1813. Feb.

After the Constitution had sailed for Boston as already stated,* the Hornet continued blockading the Bonne-Citoyenne and her dollars, until the arrival, on the 24th of January, of the british 74-gun ship Montagu, captain Manley Hall Dixon, bearing the flag of rear-admiral Manley Dixon. The american sloop, on being chased, ran for the harbour; but, night coming on, the Hornet wore, and, by standing to the southward, dexterously evaded her pursuer. Escorted by the Montagu, the Bonne-Citoyenne, with her valuable cargo on board, put to sea on the 26th of January; and on the 22d of February, in latitude 5° 20′ south, longitude 40° west, the rear-admiral left captain Greene to pursue his voyage alone. Sometime in the month of April, having stopped at Madeira by the way, the Bonne-Citoyenne arrived in safety at Portsmouth. Hornet is chased from St. Salvador by Montague 74. Bonne-Citoyenne arrives in England.

After escaping from the Montagu, the Hornet hauled her wind to the westward, and on the 14th of February, when cruising off Pernambuco, captured an english brig, with about 23000 dollars in specie on board. Having removed the money and destroyed the prize, captain Lawrence cruised off Surinam until the 22d; then stood for Demerara, and on the 24th chased a brig, but was obliged to haul off on account of the shoals at the entrance of Demarara Hornet discovers Espiègle at anchor, refitting.

* See p. 198.

1813. river. Previously to giving up the chase, the Hornet discovered a brig of war, with english colours flying, at anchor without the bar. This was the brig-sloop Espiègle, of sixteen 32-pounder carronades and two sixes, captain John Taylor, refitting her rigging.

Falls in with, engages, and sinks Peacock.

At 3 h. 30 m. P. M., while beating round Caroband bank to get at the Espiègle, the Hornet discovered a sail on her weather quarter bearing down for her. This was the british brig-sloop Peacock, of sixteen 24-pounder carronades and two sixes, captain William Peake; who had only sailed from the Espiègle's anchorage the same day at 10 A. M. At 4 h. 20 m. P. M. the Peacock hoisted her colours; and at 5 h. 10 m., having kept close to the wind to weather the Peacock, the Hornet tacked for that purpose and hoisted her colours. At 5 h. 25 m., in passing each other on opposite tacks, within half pistol-shot, the ship and brig exchanged broadsides. After this, the Peacock wore to renew the action on the other tack; when the Hornet, quickly bearing up, received the Peacock's starboard broadside; then, at about 5 h. 35 m., ran the latter close on board on the starboard quarter. In this position, the Hornet poured in so heavy and well-directed a fire, that at 5 h. 50 m., having had her commander killed, and being with six feet water in the hold and cut to pieces in hull and masts, the Peacock hoisted from her fore rigging an ensign, union down, as a signal of distress. Shortly afterwards her mainmast went by the board.

Peacock hoists signal of distress.

Sinks, with part of both crews on board.

Both the Hornet and Peacock were immediately anchored; and every attempt was made to save the latter, by throwing her guns overboard, by pumping and bailing her, and stopping such shot-holes as could be got at; but all would not do, and in a very few minutes after she had anchored, the Peacock went down in five and a half fathoms' water, with 13 of her men, four of whom afterwards got to the fore top and escaped, as well as three men belonging to the Hornet. An american lieutenant and midshipman, and the remainder of the Hornet's men on board the Peacock, with difficulty saved themselves by

jumping, as the brig went down, into a boat which was lying on her booms. Four of the Peacock's seamen had just before taken to her stern boat; in which, notwithstanding it was much damaged by shot, they arrived in safety at Demerara. 1813. Feb.

Of her 110 men and 12 boys, the Peacock lost, about the middle of the action, her young and gallant commander and four seamen killed, her master, one midshipman, the carpenter, captain's clerk, and 29 seamen and marines wounded; three of the latter mortally, but the greater part slightly. The principal damages of the Hornet are represented to have been one shot through the foremast, and her bowsprit slightly wounded by another: her loss, out of a crew of 163 men and two boys, the Americans state at one seaman killed, and two slightly wounded; also one mortally, and another severely burnt by the explosion of a cartridge. Loss, &c. on each side.

The Hornet had three lieutenants, a lieutenant of marines, and a great show of full grown young midshipmen; and her men were all of the usual class of "american" seamen. Her established complement was 170, but she had on board, as was frequently the case in american ships of war, three supernumeraries. On the other hand, eight men were absent in a prize. This reduced the Hornet's crew to 165; among whom we will suppose, although none were discoverable, there were three boys. The Hornet, it will be observed, mounted one gun more of a side than the Wasp, and the latter was 434 tons: the former, therefore, could not well have been less than 460 or 470 tons. Hornet's established complement and size.

COMPARATIVE FORCE OF THE COMBATANTS.

		PEACOCK.	HORNET.
Broadside-guns	No.	9	10
	lbs.	192	297
Crew (men only)	No.	110	162
Size	tons	386	460

This is what the Americans, now for the first time pretending to believe, that "24-pounders are as

1813. Feb. good as 32s," call an equal match; or rather, as a brass swivel or two were stuck upon the capstan, or somewhere about the quarterdeck, of the Peacock, by way of ornament, these and the boat-carronade were reckoned in, and the Hornet was declared to have gained a victory over a superior british force.

Remarks on the action.

If, in their encounter of british frigates, the Americans were so lucky as to meet them with crippled masts, deteriorated powder, unskilful gunners, or worthless crews, they were not less fortunate in the brigs they fell in with. There was the Frolic, with her main yard gone and topmasts sprung; and here is the Peacock, with 24 instead of 32 pounder carronades, the establishment of her class, and with a crew that, owing to the nature of their employment ever since the brig had been commissioned, in August, 1807, must have almost forgotten that they belonged to a man of war. The Peacock had long been the admiration of her numerous visitors, for the tasteful arrangement of her deck, and had obtained, in consequence, the name of the yacht. The breechings of the carronades were lined with white canvass, the shot-lockers shifted from their usual places, and nothing could exceed in brilliancy the polish upon the traversing bars and elevating screws. If carronades, in general, as mounted in the british service, are liable to turn in-board or upset, what must have been the state of the Peacock's carronades after the first broadside? A single discharge from them, in exercise, would have betrayed the very defective state of their fastenings; and the feelings of Englishmen might then have found some relief in the skill, as well as gallantry, evinced in the Peacock's defence. The firing of the Hornet was admirable, and proved that her men, to the credit of captain Lawrence and his officers, had been well taught what use to make of their guns: at the same time, it must be admitted, that the Peacock, Frolic, and all the brigs of their class were mere shells; especially, when compared with such a ship as the Hornet,

Peacock's ineffective state.

Excellent gunnery of Hornet.

whose scantling was nearly as stout as that of a british 12-pounder frigate. 1813. Feb.

The wreck of the Peacock was visible for a long time after the action, and bore from Point Spirit, which is about six miles to the eastward of the entrance to Demerara river, north-east by east distant six leagues; making the distance between the Espiègle and Peacock, during the action, nearly 24 miles. This confirms the statement of lieutenant Frederick Augustus Wright, the late senior lieutenant of the Peacock, that the Espiègle "was not visible from the look-outs stationed at the Peacock's mast-heads for some time previous to the commencement of the action, and gives rather an awkward appearance to captain Lawrence's statement, that the Espiègle lay about six miles in-shore of him, and "could plainly see the whole of the action." If another confirmation were wanted, it is to be found in the log of the Espiègle; by which it appears that, although pieces of wreck passed her on the morning of the 25th, captain Taylor did not know that an action had taken place, until informed, the same afternoon, by the governor of Demerara, of the Peacock's destruction. Disapproval of capt. Lawrence's statement respecting the vicinity of the Espiègle.

It was fortunate, perhaps, for the character of the british navy, that the disordered state of her rigging prevented the Espiègle from sailing out to engage the ship, which, at noon on the day of action, she plainly saw, and continued to see for nearly an hour, until the Hornet tacked and stood to the south-east; as, at the court-martial subsequently held upon him, captain Taylor was found guilty of having "neglected to exercise the ship's company at the great guns." It seemed hard, however, to punish the Espiègle's commander for a piece of neglect, which prevailed over two thirds of the british navy; and to which the admiralty, by their sparing allowance of powder and shot for practice at the guns, were in some degree instrumental. Bad state of discipline of latter.

1813.

Capt. Brenton's error respecting Peacock's force.

Much good as, we flatter ourselves, we have done to the cause of truth, by analyzing the american accounts of their naval actions with the English, the inattention of a contemporary may throw some doubt upon the accuracy of our statement respecting the relative force of the parties in the case that has just been detailed. Captain Brenton, with a particularity not common with him, states that "the force of the Peacock was sixteen 32-pound carronades and two long sixes."* Admitting that neither our former work on the subject published nine years ago, nor the first edition of the present work, and into which, we know, our contemporary has occasionally dipped, was deemed of sufficient authority, what has captain Brenton to say to lieutenant Wright's letter, published in all the London papers? Nay, what objection has he to offer to the official statement of captain Lawrence himself, "She (the Peacock) mounted sixteen 24-pound carronades and two long nines?"

Its probable effect in America.

The counter statement of our contemporary, it is true, may have little weight in this country; but not so in the United States, not so among a people whom we are, and long have been, labouring so hard to convince of the inutility, even in a profit-and-loss point of view, of telling a falsehood. There the high rank and presumed practical experience of the author, and his long list of kings, princes, *princesses*, dukes, and officers of the navy, for subscribers, will produce their full effect: the Americans will be convinced that, in the hurry of the moment, captain Lawrence made a mistake respecting the force of his prize. By the by, captain Brenton is not the only british officer, who has given the Peacock 32-pounder carronades: a post-captain, who, about 18 months ago, volunteered to correct the mistatements of a very captivating writer, both for and against the Ame-

* Brenton, vol. v. p. 111.

ricans, did the same. That the established armament of the Peacock's class was 32-pounders, there cannot be a doubt; any more than that the brig, being new and built of oak, was well able to bear them. But captain Peake probably considered that 24-pounders gave a lighter appearance to his deck, and took up less room. We know not what other reason to assign for the change. 1813.

We left in the port of Boston the three american frigates Constitution,* President, and Congress,† A fourth, the 36-gun frigate Chesapeake, captain Samuel Evans, sailed from Boston on the 17th of December, 1812; ran down past Madeira, the Canaries, and Cape-de-Verds; thence on the equator between longitudes 16° and 25°, where the american frigate cruised six weeks. The Chesapeake afterwards steered for the coast of South America, and, passing within 15 leagues of Surinam, was on the same spot on which the Hornet had, the day previous, sunk the Peacock. The frigate then cruised off Barbadoes and Antigua, and, steering homewards, passed between Bermuda and the Capes of Virginia. Standing to the northward, the Chesapeake passed within 12 leagues of the Capes of Delaware and 20 of New-York, and on the 18th of April, 1813, re-entered Boston by the eastern channel; having, during her 115 days' cruise, recaptured one merchant vessel and captured four, been chased by a british 74 and frigate, and chased on her part, for two days, a british brig-sloop. Chesapeake sails from Boston. Her cruise and return to port.

Among the captains of british 38-gun frigates who longed, ardently longed, for a meeting with one of the american 44s, was captain Philip Bowes Vere Broke, of the Shannon. This desire was not founded on any wish for a display of personal valour, but in order to show to the world, what apparent wonders could be effected, where the ship and the crew were in all respects fitted for battle. It was not since the Qualifications of the Shannon.

* See p. 109. † See p. 181.

1813. March. late american war, that captain Broke had begun to put his frigate in fighting order, and to teach his men the art of attack and defence. From the day on which captain Broke had joined her, the 14th of September, 1806, the Shannon began to feel the influence of her captain's proficiency as a gunner and zeal for the service.

Capt. Broke's attention to laying his ordnance.

The laying of a ship's ordnance, so that it may be correctly fired in a horizontal direction, is justly deemed a most important operation; as upon it depends, in a great measure, the true aim and destructive effect of every future shot she may fire. On board the Shannon, at her first outfit, this was attended to by captain Broke in person; and his ingenious mode of laying ships' ordnance has since received the highest commendation. By draughts from other ships, and the usual means to which a british man of war is obliged to resort, the Shannon got together a crew; and, in the course of a year or two, by the paternal care and excellent regulations of captain Broke, an undersized, not very well disposed, and, in point of age, rather motley, ship's company became as pleasant to command, as they would have been dangerous to meet. In August, 1811, the Shannon sailed for the coast of North America; and, had this frigate, in the excellent order in which she was kept, met the Constitution in August, 1812, we verily believe —— But the Shannon and Constitution did not meet; therefore the thing was not tried.

State of his crew.

Shannon and Tenedos cruise in Boston bay to intercept President and Congress.

On the 21st of March, 1813, accompanied by the Tenedos, of the same force, and kept in nearly the same order, captain Hyde Parker, the Shannon sailed from Halifax on a cruise in Boston bay. On the 2d of April the two frigates reconnoitred the harbour of Boston, and saw the President and Congress, the latter quite, and the former nearly, ready for sea. The Constitution was at this time undergoing a large repair; and her decks were being lowered, to render her more snug, and give her a smaller and more inviting appearance. Captains

Broke and Parker having resolved, if in their power, to bring the President and Congress to action, the Shannon and Tenedos took a station to intercept them. It was in this interval that the Chesapeake escaped into the port in the manner related; and on the 1st of May foggy weather, and a sudden favourable shift of wind, enabled the President and Congress to elude the vigilance of the two british frigates and put to sea. 1813. May. The latter escape to sea.

Captains Broke and Parker very soon discovered the chance they had missed, and sadly disappointed they were. There now remained in Boston only the Constitution and Chesapeake. The first, as has been stated, was undergoing a serious repair; but the Chesapeake had only to get in new main and mizen masts, and would be ready for sea in a week or two. Having obtained a furlough to enjoy his share of prize-money, captain Evans was succeeded in the command of the Chesapeake by captain James Lawrence, the late fortunate, highly applauded, and, we readily admit, truly gallant, commander of the Hornet. Capt. Lawrence appointed to Chesapeake.

As two frigates were not required to attack one, and as the appearance of such a superiority would naturally prevent the Chesapeake from putting to sea, captain Broke, on the 25th of May, took a supply of water and provisions from the Tenedos, and detached her, with orders to captain Parker not to rejoin him before the 14th of June; by which time, it was hoped, the business would be over. On the 26th the Shannon recaptured the brig Lucy, and on the 29th the brig William, both of Halifax. Aware of the state of incapacity to which some of the british frigates on the station had reduced themselves, by manning and sending in their prizes, captain Broke destroyed all he captured. We believe he had sacrificed not fewer than 25 sail of prizes, to keep the Shannon in a state to meet one or the other of the american frigates. Being resolved to have a meeting with the Chesapeake, nothing but the Capt. Broke detaches Tenedos and cruises alone off Boston.

1813. May. circumstance of the two recaptures belonging to Halifax could induce captain Broke to weaken the Shannon's crew by sending them in. The master of the Lucy, assisted by five recaptured seamen belonging to some ship on the station, carried in that vessel; and a midshipman and four of the Shannon's men took charge of the William. On the 29th, in the afternoon, the Shannon boarded the Nova-Scotia privateer brig Sir-John-Sherbrooke, and took from her 22 irish labourers, whom the brig, three days before, along with 30 more, (then volunteers on board herself,) had recaptured in a prize belonging to the american privateer Governor-Plumer; bound, when the latter fell in with her, from Waterford to Burin, Newfoundland.

Guns mounted by the Shannon.

Before we proceed further, let us show what guns were mounted by the two frigates, whose mutual animosity was on the eve of being quenched by the capture of one of them. On her main deck, the Shannon was armed the same as every other british frigate of her class, and her established guns on the quarterdeck and forecastle were 16 carronades, 32-pounders, and four long 9-pounders, total 48 guns. But captain Broke had since had mounted a 12-pounder boat-carronade through a port purposely made on the starboard side of the quarterdeck, and a brass long 6-pounder, used generally as an exercise gun, through a similar port on the larboard side; besides which there were two 12-pounder carronades, mounted as standing stern-chasers through the quarterdeck stern-ports. For these last four guns, one 32-pounder carronade would have been more than an equivalent. However, as a 6-pounder counts as well as a 32-pounder, the Shannon certainly mounted 52 carriage-guns. The ship had also, to be in that respect upon a par with the american frigates, one swivel in the fore, and another in the main top.

Guns mounted by Chesapeake.

The armament of the Chesapeake, we have already on more than one occasion described: she had at this time, as afterwards found on board of her, 28

long 18-pounders on the main deck, and 20 carronades, 32-pounders, and one long shifting 18-pounder, on the quarterdeck and forecastle, total 49 guns; exclusively of a 12-pounder boat-carronade, belonging to which there was a very simple and well-contrived elevating carriage for firing at the tops, but it is doubtful if the gun was used. Five guns, four 32-pounder carronades and one long 18-pounder, had, it was understood, been landed at Boston. Some have alleged, that this was done by captain Lawrence, that he might not have a numerical superiority over his antagonists of the british 38-gun class: others say, and we incline to be of that opinion, that the reduction was ordered by the american government, to ease the ship, whose hull had already begun to hog, or to arch in the centre. 1813. June.

On the 1st of June, early in the morning, having received no answer to several verbal messages sent in, and being doubtful if any of them had even been delivered, captain Broke addressed to the commanding officer of the Chesapeake a letter of challenge, which, for candour, manly spirit, and gentlemanly style, stands unparalleled. The letter begins: "As the Chesapeake appears now ready for sea, I request you will do me the favour to meet the Shannon with her, ship to ship, to try the fortune of our respective flags." The Shannon's force is thus described: "The Shannon mounts 24 guns upon her broadside, and one light boat-gun, 18-pounders upon her main deck, and 32-pound carronades on her quarterdeck and forecastle, and is manned with a complement of 300 men and boys, (a large proportion of the latter,) besides 30 seamen, boys, and passengers, who were taken out of recaptured vessels lately." After fixing the place of meeting, and providing against all interruption, captain Broke concludes thus: "I entreat you, sir, not to imagine that I am urged by mere personal vanity to the wish of meeting the Chesapeake; or that I depend only upon your personal ambition for your acceding to Capt. Broke challenges captain Lawrence.

1813. June. this invitation. We have both nobler motives. You will feel it as a compliment if I say, that the result of our meeting may be the most grateful service I can render to my country; and I doubt not that you, equally confident of success, will feel convinced, that it is only by repeated triumphs in *even combats* that your little navy can now hope to console your country, for the loss of that trade it can no longer protect. Favour me with a speedy reply. We are short of provisions and water, and cannot stay long here."

Sends the letter by a discharged prisoner.

This letter captain Broke intrusted to a captain Slocum, a discharged prisoner, then about to proceed, in his own boat, to Marblehead, a port a few miles north of Boston. Shortly afterwards the Shannon, with colours flying, stood in close to Boston lighthouse, and lay to. The Chesapeake was now seen at anchor in President roads, with royal yards across and apparently ready for sea. The american frigate presently loosed her fore topsail, and, shortly afterwards, all her topsails, and sheeted them home. The wind, blowing a light breeze from west by north, was perfectly fair. At about 30 minutes past noon, while the men of the Shannon were at dinner, captain Broke went himself to the mast-head, and there observed the Chesapeake fire a gun, and loose and set topgallantsails. The american frigate was soon under way, and made more sail as she came down, having in her company numerous sailing pleasure-boats, besides a large schooner gun-boat, with, we believe, commodores Bainbridge and Hull, and several other american naval officers on board. While at the Shannon's mast-head, captain Broke saw that captain Slocum's boat had not reached the shore in time for the delivery of his letter of challenge to the commander of the Chesapeake. Notwithstanding this, there cannot be a doubt, that captain Lawrence had obtained the consent of commodore Bainbridge, (whose orders from the government at Washington were to

Chesapeake sails before it is delivered.

despatch the Chesapeake to sea as soon as she was ready,) to sail and attack the Shannon, in compliance with one or more of the verbal challenges which had been sent in. It was natural for the conqueror of the Peacock to wish for an opportunity to capture or drive away a british ship, that had repeatedly lay to off the port, and, in view of all the citizens, had used every endeavour to provoke the Chesapeake to come out and engage her. 1813. June.

At 0′ 55 m. P. M., Cape Ann bearing north-north-east half-east distant 10 or 12 miles, the Shannon filled, and stood out from the land under easy sail. At 1 P. M. the Chesapeake rounded the lighthouse under all sail; and at 3 h. 40 m. P. M. hauled up, and fired a gun, as if in defiance; or, perhaps, to induce the Shannon to stop, and allow the gun-vessel and pleasure-boat spectators an opportunity of witnessing how speedily an american, could "whip" a british frigate. Presently afterwards the Shannon did haul up, and reefed topsails. At 4 P. M. both ships, now about seven miles apart, again bore away; the Shannon with her foresail brailed up, and her main topsail braced flat and shivering, that the Chesapeake might overtake her. At 4 h. 50 m. the Chesapeake took in her studding-sails, topgallantsails, and royals, and got her royal yards on deck. At 5 h. 10 m. P. M., Boston lighthouse bearing west distant about six leagues, the Shannon again hauled up, with her head to the southward and eastward, and lay to, under topsails, topgallantsails, jib, and spanker. Chesapeake steers for Shannon; who waits for her.

At 5 h. 25 m. the Chesapeake hauled up her foresail; and, with three ensigns flying, one at the mizen royalmast-head, one at the peak, and one, the largest of all, in the starboard main rigging, steered straight for the Shannon's starboard quarter. The Chesapeake had also, flying at the fore, a large white flag, inscribed with the words: "SAILORS' RIGHTS AND FREE TRADE;" upon a supposition, perhaps, that this favourite american motto would Each frigate hoists her colours.

1813. June. paralyse the efforts, or damp the energy, of the Shannon's men. The Shannon had a union jack at the fore, an old rusty blue ensign at the mizen peak, and, rolled up and stopped, ready to be cast loose if either of these should be shot away, one ensign on the main stay and another in the main rigging. Nor, standing much in need of paint, was her outside appearance at all calculated to inspire a belief, of the order and discipline which reigned within.

Chesapeake hauls upon Shannon's starboard quarter.

At 5 h. 30 m. P. M., to be under command, and ready to wear if necessary, in the prevailing light breeze, the Shannon filled her main topsail and kept a close luff: but, at the end of a few minutes, having gathered way enough, she again shook the wind out of the sail, and kept it shivering, and also brailed up her driver. Thinking it not unlikely that the Chesapeake would pass under the Shannon's stern, and engage her on the larboard side, captain Broke divided his men, and directed such as could not fire with effect to be prepared to lie down as the enemy's ship passed. But, either overlooking or waving this advantage, captain Lawrence, at 5 h. 40 m., gallantly luffed up, within about 50 yards, upon the Shannon's starboard quarter, and, squaring his main yard, gave three cheers.

Action commences

The Shannon's guns were loaded thus: the aftermost maindeck gun with two round shot and a keg containing 150 musket-balls, the next gun with one round and one double-headed shot, and so alternately along the broadside. The captain of the 14th gun, William Mindham, had been ordered to fire, the moment his gun would bear into the Chesapeake's second maindeck port from forward. At 5 h. 50 m. P. M. the Shannon's aftermost maindeck gun was fired, and the shot was seen to strike close to the port at which it had been aimed.* In a second or so the 13th gun was fired: then the Chesapeake's bow gun went off; and then the remaining guns on the

* See diagram at p. 296.

broadside of each ship as fast as they could be discharged. 1813. June.

At 5 h. 53 m. P. M., finding that, owing to the quantity of way in the Chesapeake and the calm she had produced in the Shannon's sails, he was ranging too far ahead; and, being desirous to preserve the weathergage in order to have an opportunity of crippling the Shannon by his dismantling shot, captain Lawrence hauled up a little.* At 5 h. 56 m., having had her jib-sheet and fore topsail-tie shot away, and her helm, probably from the death of the men stationed at it, being for the moment unattended to, the Chesapeake came so sharp to the wind as completely to deaden her way; and the ship lay, in consequence, with her stern and quarter exposed to her opponent's broadside. The shot from the Shannon's aftermost guns now took a diagonal direction along the decks of the Chesapeake; beating in her stern-ports, and sweeping the men from their quarters. The shot from the Shannon's foremost guns, at the same time, entering the Chesapeake's ports from the mainmast aft, did considerable execution.† At 5 h. 58 m. an open cask of musket-cartridges, standing upon the Chesapeake's cabin-skylight for the use of the marines, caught fire and blew up, but did no injury whatever. Even the spanker-boom, directly in the way of the explosion, was barely singed. Chesapeake gets in the wind and is raked by Shannon.

As the Shannon had by this time fallen off a little, and the manœuvres of the Chesapeake indicated an intention to haul away, captain Broke ordered the helm to be put a-lee: but, scarcely had the Shannon luffed up in obedience to her helm, than the Chesapeake was observed to have stern way, and to be paying round off. The Shannon immediately shifted her helm a-starboard, and shivered her mizen topsail, to keep off the wind again, and delay the boarding, Falls on board of her.

* See diagram.

† Ibid. But, in this position, the engraver has not copied the drawing quite so faithfully as he might have done.

1813. June. probably until her guns had done a little more execution among a crew, supposed to be at least a fourth superior in number. At that moment, however, the Shannon had her jib-stay shot away; and, her head-sails being becalmed, she went off very slowly. The consequence was, that, at 6 P. M., the Chesapeake fell on board the Shannon, with her quarter pressing upon the latter's side, just before her starboard main-chains. The Chesapeake's foresail being at this moment partly loose, owing to the weather clue-garnet having been shot away from the bits, the american frigate forged a little ahead, but was presently stopped, by hooking, with her quarter port, the flook of the Shannon's anchor stowed over the chess-tree.

Capt. Broke boards Chesapeake. Captain Broke now ran forward; and, observing the Chesapeake's men deserting the quarterdeck guns, he ordered the two ships to be lashed together, the great guns to cease firing, the maindeck boarders to be called, and lieutenant George Thomas L.Watt, the first lieutenant, to bring up the quarterdeck men, who were all boarders. While zealously employed outside the bulwark of the Shannon, making the Chesapeake fast to her, the veteran boatswain, Mr. Stevens, (he had fought in Rodney's action,) had his left arm hacked off with repeated sabre-cuts, and was mortally wounded by musketry. The midshipman commanding on the forecastle, Mr. Samwell, was also mortally wounded. Accompanied by the remaining forecastle party, about 20 in number, captain Broke, at 6 h. 2 m. P. M., stepped from the Shannon's gangway-rail, just abaft the fore rigging, on to the muzzle of the Chesapeake's aftermost carronade, and thence, over the bulwark, upon her quarterdeck. Here not an officer or man was to be seen. Upon the Chesapeake's gangways, about 25 or 30 Americans made a slight resistance. These were quickly driven towards the forecastle; where a few endeavoured to get down the fore hatchway, but, in their eagerness,

prevented each other. Several fled over the bows; and, while part, as it is believed, plunged into the sea, another part reached the main deck through the bridle-ports. The remainder laid down their arms and submitted. Lieutenant Watt, with several quarterdeck men, and sergeant Richard Molyneux, corporal George Osborne, and the first division of marines; also lieutenant Charles Leslie Falkiner, third of the Shannon, with a division of the main-deck boarders, quickly followed captain Broke and his small party. Lieutenant Watt, just as he had stepped on the Chesapeake's taffrail, was shot through the foot by a musket-ball fired from the mizen top, and dropped on his knee upon the quarterdeck; but, quickly rising up, he ordered lieutenant of marines James Johns to point one of the Shannon's 9-pounders at the enemy's top. In the mean time lieutenant Falkiner and the marines, with the second division of which lieutenant John Law had now arrived, rushed forward; and, while one party kept down the men who were ascending the main hatchway, another party answered a destructive fire still continued from the main and mizen tops. The Chesapeake's main top was presently stormed by midshipman William Smith (now lieutenant *e*) and his top-men, about five in number; who either destroyed or drove on deck all the Americans there stationed. This gallant young man had deliberately passed along the Shannon's fore yard, which was braced up, to the Chesapeake's main yard, which was nearly square; and thence into her top. All further annoyance from the Chesapeake's mizen top had also been put a stop to by another of the Shannon's midshipmen, Mr. Cosnahan, who, from the starboard main yard-arm, had fired at the Americans, as fast as his men in the top could load the muskets and hand them to him.

1813. June.

Lieut. Watt wounded.

Gallantry of midshipman Will. Smith.

Also of Mr. Cosnahan.

After the Americans upon the forecastle had submitted, captain Broke ordered one of his men to stand sentry over them, and then sent most of the

Captain Broke treacherously.

1813. June. Captain Broke wounded by an American whose life he had saved.

others aft where the conflict was still going on. He was in the act of giving them orders to answer the fire from the Chesapeake's main top, (this was just before Mr. Smith's gallant and successful exploit,) when the sentry called lustily out to him. On turning round, the captain found himself opposed by three of the Americans; who, seeing they were superior to the British then near them, had armed themselves afresh. Captain Broke parried the middle fellow's pike, and wounded him in the face; but instantly received, from the man on the pikeman's right, a blow with the but-end of a musket, which bared his scull, and nearly stunned him. Determined to finish the british commander, the third man cut him down with his broadsword, but, at that very instant, was himself cut down by Mindham, the Shannon's seaman, already known to us. Captain Broke was not the only sufferer upon this occasion: one of his men was killed, and two or three were badly wounded. Can it be wondered, if all that were concerned in this breach of faith fell victims to the indignation of the Shannon's men? It was as much as captain Broke could do, to save from their fury a young midshipman, who, having slid down a rope from the Chesapeake's fore top, begged his protection. Mr. Smith, who had just at that moment descended from the main top, assisted Mindham and another of the Shannon's men in helping the captain on his legs. While in the act of tying a handkerchief round his commander's head, Mindham, pointing aft, called out, "There, sir, there goes up the old ensign over the yankee colours." Captain Broke saw it hoisting, (with what feelings may well be imagined,) and was instantly led to the Chesapeake's quarterdeck, where he seated himself upon one of the carronade-slides.

Chesapeake surrenders.

Death of lieut. Watt by a fall.

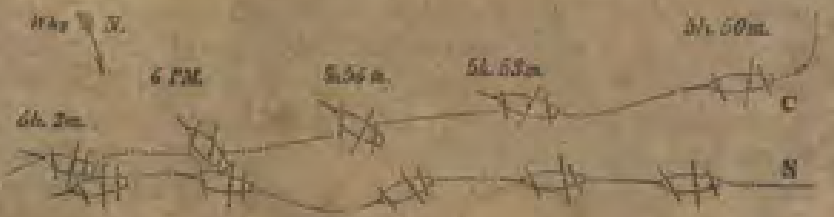
The act of changing the Chesapeake's colours had proved fatal to a gallant british officer, and to four or five fine fellows of the Shannon's crew. We left lieutenant Watt, just as, having raised himself on

his legs after his wound, he was hailing the Shannon, to fire at the Chesapeake's mizen top. He then called for an english ensign; and, hauling down the american ensign, bent, owing to the halliards being tangled, the english flag below instead of above it. A few seconds before this, the Chesapeake's quarter gallery had given way, and the two ships were gradually separating. Observing the american stripes going up first, the Shannon's people reopened their fire; and, directing their guns with their accustomed precision at the lower part of the Chesapeake's mizenmast, killed their own first lieutenant (a grape-shot took off the upper part of his head) and four or five of their comrades. Before the flags had got half-way to the mizen peak, they were lowered down and hoisted properly; and the aggrieved and mortified men of the Shannon ceased their fire. 1813. June. from the Shannon.

An unexpected fire of musketry, opened by the Americans who had fled to the hold, killed a fine young marine, William Young. On this, lieutenant Falkiner, who was sitting on the bonns, very properly directed three or four muskets, that were ready, to be fired down. Captain Broke, from his seat upon the carronade-slide, told lieutenant Falkiner to summon the Americans in the hold to surrender, if they desired quarter. The lieutenant did so. The Americans replied, "We surrender;" and all hostility ceased. The Shannon was now about 100 yards astern of the Chesapeake, or rather upon her larboard quarter. To enable the Shannon to close, captain Broke ordered the Chesapeake's main yard to be braced flat aback, and her foresail to be hauled close up. Almost immediately afterwards captain Broke's senses failed him from loss of blood; and, the Shannon's jollyboat just then arriving with a fresh supply of men, he was conveyed on board his own ship. Americans fire from the hold and kill a british marine. Capt. Broke removed to the Shannon.

Between the discharge of the first gun, and the period of captain Broke's boarding, 11 minutes only elapsed; and, in four minutes more, the Chesa-

1813. June. peake was completely his. The following diagram will explain the few evolutions there were in this quickly decided action.



Damage to the Shannon. Now for the damage and loss of men sustained by the respective combatants. Five shot passed through the Shannon; one only below the main deck. Of several round shot that struck her, the greater part lodged in the side, ranged in a line just above the copper. A bar-shot entered a little below the water-mark, leaving a foot or 18 inches of one end sticking out. Until her shot-holes were stopped, the Shannon made a good deal of water upon the larboard tack; but, upon the other, not more than usual. Her fore and main masts were slightly injured by shot; and her bowsprit (previously sprung) and mizenmast were badly wounded. No other spar was damaged. Her shrouds on the starboard side were cut almost to pieces; but, from her perfect state aloft, the Shannon, at a moderate distance, appeared to have suffered very little in the action.

Her Loss of men. Out of a crew, including eight recaptured seamen and 22 irish labourers two days only in the ship, of 306 men and 24 boys, the Shannon lost, besides her first lieutenant, her purser, (George Aldham,) captain's clerk, (John Dunn,) 13 seamen, four marines, three supernumeraries, and one boy killed, her captain, (severely,) boatswain, (William Stevens, mortally,) one midshipman, (John Samwell, mortally,) and 56 seamen, marines, and supernumeraries wounded; total, 24 killed and 59 wounded.

Damage to the Chesapeake. The Chesapeake was severely battered in her hull, on the larboard quarter particularly. A shot passed

through one of her transoms, equal in stoutness to a 64-gun ship's; and several shot entered the stern windows. She had two maindeck guns and one carronade entirely disabled. One 32-pounder carronade was also dismounted, and several carriages and slides broken. Her three lower masts, the main and mizen masts especially, were badly wounded. The bowsprit received no injury; nor was a spar of any kind shot away. Her lower rigging and stays were a good deal cut; but neither masts nor rigging were so damaged, that they could not have been repaired, if necessary, without the ship's going into port. 1813. June.

Out of a crew of at least 381 men and five boys or lads, the Chesapeake, as acknowledged by her surviving commanding officer, lost her fourth lieutenant, (Edward I. Ballard,) master, (William A. White,) one lieutenant of marines, (James Broom,) three midshipmen, and 41 petty officers, seamen, and marines killed, her gallant commander and first lieutenant, (both mortally,) her second and third lieutenants, (George Budd and William L. Cox,) acting chaplain, (Samuel Livermore,) five midshipmen, her boatswain, (mortally,) and 95 petty officers, seamen, and marines wounded; total, 47 killed and 99 wounded, 14 of the latter mortally. This is according to the american official account; but, it must be added, that the total that reported themselves, including several slightly wounded, to the Shannon's surgeon, three days after the action, were 115; and the Chesapeake's surgeon wrote from Halifax, that he estimated the whole number of killed and wounded at from 160 to 170. Her loss of men.

Of the Chesapeake's guns we have already given a full account: it only remains to point out, that the ship had three spare ports of a side on the forecastle, through which to fight her shifting long 18-pounder and 12-pounder boat-carronade. The former is admitted to have been used in that way; but, as there is some doubt whether the carronade was used, we shall reject it from the broadside force. This Broadside force of each ship.

1813. June. leaves 25 guns, precisely the number mounted by the Shannon on her broadside. The accuracy of captain Broke's statement of his ship's force is, indeed, worthy of remark: he even slightly overrated it, because he represented all his guns of a side on the upper deck, except the boat-gun, as 32-pounder carronades, when two of the number were long nines.

American dismantling shot, &c. This will be the proper place to introduce an account of some of the extraordinary means of attack and defence, to which, in their naval actions with the British, the fears of the Americans had compelled them to resort. Among the Chesapeake's "round and grape," (the only admitted cannon-shot used on board an american ship,) were found double-headed shot in abundance; also bars of wrought iron, about a foot long, connected by links and folded together by a few rope-yarns, so as, when discharged from the gun, to form an extended length of six feet. Other bars, of twice the length, and in number from three to six, were connected at one end by a ring: these, as they flew from the gun, expanded in four points. The object of this novel artillery was to cut away the shrouds, and facilitate the fall of the masts; and the plan was, to commence the action with the bar and chain shot, so as to produce, as early as possible, that desirable result: after which, the american ship could play round her antagonist, and cut her to pieces with comparative impunity.

American langridge, &c. So much for the matériel of her opponent; nor was his personnel forgotten. The canister-shot of the Chesapeake, when opened, were found to contain in the centre angular and jagged pieces of iron and copper, broken bolts, and copper and other nails. The musket-cartridges, as we formerly noticed, contained each three buck-shot loose in the powder; and several rifled-barrel pieces were found among the small-arms. As british seamen were well known to be terrible fellows for getting on board an enemy, something was to be done to check them in their

advance. Accordingly, a large cask of unslacked lime was brought on board the Chesapeake, and placed on the forecastle with the head open, in order that the american crew might scatter the lime by handfuls over the assailants. A bag of the same was placed in the fore top. We do not, however, believe, that captain Lawrence had any hand in this contrivance. One of the Shannon's early shot struck the cask, and scattered the contents, as if in retribution, over the faces and into the eyes of the projectors. We ourselves saw the remains of the lime on and about the Chesapeake's forecastle: we recollect also observing, that the quarterdeck and forecastle barricades of the american frigate were lined with strong netting, to catch the splinters. 1813.

Lieutenant Budd, when called upon to certify as to the number of men with which the Chesapeake went into action, swore to 381; but even, admitting his own account of the killed and mortally wounded to be correct, the Chesapeake certainly had five men more. For instance, the prisoners out of the ship, mustered at Halifax, including 91 severely and slightly wounded, and four that were sick, amounted to 325; which number, added to 61, the acknowledged amount of the killed and mortally wounded, makes 386. This was three short of the number, appearing by the Chesapeake's books to have been victualled by her on the morning of the action, and as many as 54 short of the regular complement established upon the ship. Several of the Chesapeake's petty officers, indeed, after their arrival at Melville-island prison, near Halifax, confessed that 30 or 40 hands, principally from the Constitution, came on board; but whose names, in the hurry and confusion, were not entered in the purser's books. In confirmation of several men having joined the ship a very short time before the action, a number of bags and hammocks were found lying in the boats stowed over the booms; and, in direct proof that some of the Constitution's men were on board the Chesa- Chesapeake's complement of men.

1813. peake, three or four of the Guerrière's Americans, who, after that ship's capture, had enlisted on board the Constitution, were among the prisoners taken out of the Chesapeake, and were immediately recognised by their former shipmates, now, as stated before, serving on board the Shannon. But, as the american officer swore that the Chesapeake commenced action with only 381 men, we shall give her no more; and, although not above one boy, that would rate as such in a british ship, was to be seen on board the Chesapeake, we shall allow her five.

Model of recruiting for the american ships of war.

In one of the lockers of the Chesapeake's cabin, was found a letter dated in February, 1811, addressed by Robert Smith, esquire, then secretary at war, to captain Samuel Evans at Boston, directing him to open houses of rendezvous for manning the Chesapeake, and enumerating the different classes, or ratings, at a total of 443. The Chesapeake was manned in April, 1811; and as, in the american naval service, the men enlist for two years and sign articles for that period, the ship would require to be remanned in April, 1813, the very month, as we have seen, in which the Chesapeake returned to Boston. The greater part of the crew then reentered; and, as may be supposed, a very large proportion of those who accepted their discharge were, or rather had been, british men-of-war's men. In order to fill up the deficiency, four houses of rendezvous were opened. The moment a man declared himself a candidate, he received a dollar, and accompanied an officer to the ship. There he was examined as to his knowledge of seamanship, age, muscular strength, &c., by a board of officers, consisting of the master, surgeon, and others: if approved, the man signed the articles and remained where he was; if rejected, he returned to the shore with a dollar in his pocket. So fastidious was the committee of inspection, that frequently, out of five boat-loads of men that would go off to the ship in the course of the day, three would come back, not eligible. The features of the

american war would have borne a very different aspect, could british ships have been manned in a similar way. 1813.

As far as appearance went, the Chesapeake's was a remarkably fine crew; and a clear proof of the stoutness of the men was afforded, when, in the middle of the night after the action, in consequence of a strong manifestation of a desire to retake the ship, the irons, which the Americans had got ready for the wrists of the Shannon's crew, and which, to the number of 360, were stowed in a puncheon, with the head off, standing under the half-deck, came to be put upon the wrists of the Chesapeake's crew. None of the Americans found them too large, and many, when not allowed to choose such as fitted them, complained that the manacles hurt them on account of their tightness. Fine appearance of Chesapeake's men.

Among the 325 prisoners, whose names were set down in the agent's book at Halifax, about 32, including the gunner, were recognised as british seamen. This fellow was an Irishman, and went by the name of Matthew Rogers; by which name, but with, of course, a blank for his birth-place, he stands in the Washington "Register" formerly noticed by us. It is probable that, had the Chesapeake been taken when captain Evans commanded her, five times 32 traitors would have been found on board of her. Nay, the men who, when the first party from the Shannon rushed on board, leaped from the Chesapeake's bows into the water were, it is natural to conjecture, deserters from british ships of war. That they were not all Americans, the following anecdote will prove. One of the Shannon's men, when in the act of cutting down one of the Chesapeake's men, was stopped by the imploring ejaculation, "Would you, Bill?" "What, Jack!" "Ay, Bill, but it won't do; so here goes." Overboard the poor fellow sprang, and was seen no more! This man's name was John Waters, a fine young Bristolian, who had deserted from the Shannon, when at anchor in Halifax harbour, on the British seamen on board Chesapeake.

1813. 3d of the preceding October. We naturally turn to the return of loss at the foot of the american official account; but we search in vain for the name of "John Waters." It is true that he most likely went by another name; but, as it is customary to report men who fall or leap overboard, or who are not actually slain or wounded in the action, under the head of "Missing," and no such head appearing in the american returns, we conclude that all the men of the Chesapeake, whose shame-stricken consciences prompted them to commit self-destruction in the manner of poor Waters, were purposely omitted. We are therefore more than ever convinced, that, when she commenced engaging the Shannon, the Chesapeake had on board upwards of 400 men. But, as we said before, the american sworn amount only shall be introduced into the

COMPARATIVE FORCE OF THE COMBATANTS.

		SHANNON.	CHESAPEAKE.
Broadside-guns.....	No.	25	25
	lbs.	538	590
Crew (men only).....	No.	306	376
Size.....	tons	1066	1135

Remarks on the action.

It is clear from this statement, that the "superiority of force," little as it may have been, was on the side of the Chesapeake. That we will not, for a moment, dwell on; nor shall the american star and chain shot, and bogshead of lime, be allowed to disturb the equality and fairness of the action. But captain Broke did something more than capture an american frigate of equal force: he sought and commenced the attack close to an american port filled with armed vessels, and beat his ship in 11, and captured her in 15 minutes; thereby proving, that the bard, who eight months before had sung,

> And, as the war they did provoke,
> We'll pay them with our cannon;
> The first to do it will be Broke,
> In the gallant ship the Shannon,*

was not a false prophet.

* Naval Chronicle, vol. xxviii. p. 422.

Thus was the spell broken; and we may remark, that the Chesapeake was not finally subdued by a superiority in that quality which constituted the forte of the Shannon, her gunnery. No, it was by boarding; by captain Broke's quick discernment in catching, and his promptitude and valour in profiting by, the critical moment, when the Chesapeake's men were retreating from their quarters. Gallant, truly gallant, was the behaviour of captain Lawrence. His first lieutenant, Augustus Charles Ludlow, emulated his commander; and both deserved a better crew than the Chesapeake's; a crew that (oh, woful addition!) consisted, within about a twelfth part, of native Americans. 1813. Gallantry of captain Lawrence.

Owing to captain Broke's incapacity from his wound, lieutenant Provo William Parry Wallis, second of the Shannon, took charge of her, and lieutenant Falkiner, third of the Shannon, remained in charge of the Chesapeake. Having repaired the damage done to their respective rigging, and the Shannon having fished her mizenmast, the two frigates made sail for Halifax; and on the 6th, at 3h. 30m. P.M., the prize, followed by her captor, passed along the wharfs of the town, amidst the cheers of the inhabitants, as well as of the crews of the ships of war that were lying in the harbour. Captain Lawrence had died on board the Chesapeake of his wounds two days before; and captain Broke, in a state of severe suffering from his wounds, was removed from the Shannon to the house of the commissioner, captain the honourable Philip Wodehouse. Arrival of the two ships at Halifax.

Lieutenants Wallis and Falkiner were both deservedly made commanders. Of the acting master, Henry Gladwell Etough, captain Broke in his official letter speaks in high terms; also of lieutenants of marines James Johns and John Law, and midshipmen William Smith, Hugh Cosnahan, John Samwell, Henry Martin Leake, Douglas Clavering, George Raymond, and David Littlejohn; likewise of Mr. Aldham the purser, and Mr. Dunn the clerk, both of whom were killed at the head of the small- Promotion of Shannon's officers.

1813. arm men. Mr. Etough, and messieurs Smith and Cosnahan, were promoted to lieutenants. For his important achievement, and, in respect to its effect on the public mind, a most important achievement it was, captain Broke was created a baronet: he received, also, the formal thanks of the board of admiralty, and the warm congratulations of every wellwisher to England; and his trophy, the Chesapeake, in a name by which, coupled with that of the Shannon, she will long be remembered both in England and America, was added to the british navy.

Court of inquiry on American officers &c.

As a matter of course, a court of inquiry was held, to investigate the circumstances under which the Chesapeake had been captured. Commodore Bainbridge was the president of the court; and the following is the first article of the very "lengthy" report published on the subject: "The court are unanimously of opinion, that the Chesapeake was gallantly carried into action by her late brave commander; and no doubt rests with the court, from comparison of the injury respectively sustained by the frigates, that the fire of the Chesapeake was much superior to that of the Shannon. The Shannon, being much cut in her spars and rigging, and receiving many shot in and below the water line, was reduced almost to a sinking condition, after only a few minutes cannonading from the Chesapeake; whilst the Chesapeake was comparatively uninjured. And the court have no doubt, if the Chesapeake had not accidentally fallen on board the Shannon, and the Shannon's anchor got foul in the after quarter-port of the Chesapeake, the Shannon must have very soon surrendered or sunk." Some very singular admissions of misconduct in the officers and crew follow; and then the report proceeds as follows: "From this view of the engagement and a careful examination of the evidence, the court are unanimously of opinion, that the capture of the late United States' frigate Chesapeake was occasioned by the following causes: the almost unexampled early fall of captain Lawrence, and all the principal officers; the bugleman's desertion of

his quarters, and inability to sound his horn; for the court are of opinion, if the horn had been sounded when first ordered, the men being then at their quarters, the boarders would have promptly repaired to the spar deck, probably have prevented the enemy from boarding, certainly have repelled them, and might have returned the boarding with success; and the failure of the boarders on both decks, to rally on the spar deck, after the enemy had boarded, which might have been done successfully, it is believed, from the cautious manner in which the enemy came on board." 1813.

It was certainly very "cautious" in captain Broke, to lead 20 men on board an enemy's ship, supposed to be manned with a complement of 400; and which, at the very moment, had at least 270 men without a wound about them. The court of inquiry makes, also, a fine story of the firing down the hatchway. Not a word is there of the "magnanimous conquered foe" having fired from below, in the first instance, and killed a british marine. Captain Broke will long have cause to remember the treatment he experienced from this "magnanimous conquered foe." So far, indeed, from the conduct of the British being "a most unwarrantable abuse of power after success," lieutenant Cox of the Chesapeake, in the hearing of several english gentlemen, subsequently admitted, that he owed his life to the forbearance of one of the Shannon's marines. When the american officers arrived on board the Shannon, and some of them were finding out reasons for being "taken so unaccountably," their first lieutenant, Mr. Ludlow, candidly acknowledged, that the Shannon had beaten them heartily and fairly. Remarks upon it.

Although it would not do for an official document, like that we have just been quoting, to contain an admission, that any portion, any influential portion at least, of the crew of an american ship of war consisted of british seamen, the journalists, pamphleteers, American account.

1815. and historians of the United States did not scruple to attribute to the defection of the latter, the unfortunate issue of the business with the Chesapeake. "'There are no better sailors in the world," says an american writer, "than our own; and it seems hard that the war should be carried on for nothing but british sailors' rights, and that those same sailors should desert us in the moment of conflict. Cowardice is a species of treason. If renegado Englishmen are permitted to fight under our flag, it becomes prudent not to mix our own people with them to be destroyed; for, at the critical moment when the boarders were called, the foreigners all ran below, while not a native American shrank from the conflict." A writer in a Boston paper, after he has insisted, that the "native Americans" on board the Chesapeake "fought like heroes," and that the british part of the crew "behaved treacherously," very naturally asks, "Can any of your correspondents inform us, whether any Americans were on board the Shannon?" We may answer, Yes, there were some, (prisoners,) in her hold; although not so many, by several scores, as were in the hold of the Chesapeake, in a very few seconds after the Shannon's boarders sprang upon her quarterdeck.

Reason that the american captains have a repugnance to boarding.

But, had the Chesapeake, instead of 32, mustered 100, british men-of-war's men in her crew, we have not a doubt that the same result would have ensued. However expert and courageous these renegades may be when sheltered behind a bulwark, they become paralysed with shame, they sink into the veriest cowards in nature, when opposed face to face to their shipmates of former days, their partners in scenes which they *can* remember with credit. The american commanders have tact enough to see this: hence arises the preference they give to a cannonade engagement; hence the repugnance they invariably show, unless with a twofold superiority, to grapple with their british antagonists.

Previously to our dismissing the action of the Shannon and Chesapeake, we shall confer a service to the profession, by stating as much as we know of the means taken by captain Broke, to endow his men with that proficiency at the guns, the effects of which were so decisive and astonishing. Every day, for about an hour and a half in the forenoon, when not prevented by chase or the state of the weather, the men were exercised at training the guns, and, for the same time in the afternoon, in the use of the broadsword, pike, musket, &c. Twice a week the crew fired at targets, both with great guns and musketry; and captain Broke, as an additional stimulus beyond the emulation excited, gave a pound of tobacco to every man that put a shot through the bull's eye. As the Shannon was always clear for action, and had on deck a sufficient quantity of ammunition for two or three broadsides, it was impossible to take her by surprise; nor could the officers well complain of the want of a few of their cabin conveniences, when the cabin of their chief was so completely stripped of every thing which was not absolutely indispensable, of every thing that could not be removed at a moment's notice.

1813, May.

Capt. Broke's method of exercising his men, &c.

The Chesapeake's late captain was buried at Halifax on the 8th, with military honours such as a post-captain in the british navy of less than three years' standing would be entitled to; and, unlike poor captain Lambert at St.-Salvador,* captain Lawrence was followed to his grave by all the naval captains in port. Lieutenant Ludlow died of his wounds while at Halifax, and was also buried with military honours. On the 10th of August a cartel arrived from Boston, and applied for and carried away the remains of the late captain of the Chesapeake and his first lieutenant, to be deposited, with suitable ceremony, in their own country.

Burial of capt. Lawrence.

On the 1st of May, as already stated,† commodore Rodgers, with the President and Congress frigates,

* See p. 198. † See p. 288.

1813. May. President and Congress sail from Boston: latter parts company.

the latter still commanded by captain Smith, sailed from President roads, Boston, on his third cruise. On the 2d the two american frigates fell in with and chased the british 18-gun brig-sloop Curlew, captain Michael Head; but, by knocking away the wedges of her masts and using other means to increase her sailing, the brig effected her escape. On the 8th, in latitude 39° 30′ north, longitude 60° west, the Congress, whether by intention or accident is not stated, parted company.

President proceeds after a West-India fleet.

The commodore now proceeded alone; pleased, no doubt, at the prospect thus afforded him, of rivalling his brother commodores in the capture, single-handed, of a "large-class" british frigate, and, like each of them, of being hailed on his return as one of the first of naval conquerors. The President cruised along the eastern edge of the Grand Bank of Newfoundland, so as to cross the tracks of the West-India, Halifax, Quebec, and St.-John's trade. Having reached latitude 48° without meeting any thing, the commodore stood to the south-east, and cruised off the Azores until the 6th of June; when, learning from an american merchant vessel, that she had, four days previous, passed a homeward-bound West-India fleet, the President crowded sail to the north-east. Commodore Rodgers, however, was too late; and, even had the President got among the merchant ships, the admirable sailing of their escort, the Cumberland 74, captain Thomas Baker, might have made the commodore regret that he had acted upon the information of his countryman.

Steers for the North Sea.

On the 13th of June, being then in latitude 46° north, longitude 28° west, the disappointed commodore resolved to shape a course towards the North Sea, in the hope of falling in with vessels bound from St.-George's Channel to Newfoundland; but, to his "astonishment," no prize fell in his way. The President subsequently made the Shetland islands, and on the 27th of June put into North-Bergen for provisions and water. Water was all the commodore

Puts into Bergen

could obtain; and, provided with a supply of that wholesome article, the President quitted North-Bergen on the 2d of July, and stretched over towards the Orkney islands; and thence towards the North-Cape, for the purpose of intercepting a convoy of 25 or 30 sail, which the commodore had understood would leave Archangel about the middle of the month, under the protection of two british brig-sloops. 1813, July.

Sails for the North-Cape.

On the 19th of July, when off the North-Cape, in company with the privateer-schooner Scourge, of New-York, and in momentary expectation of meeting the Archangel fleet, commodore Rodgers was driven from his station by, in the language of his official letter, "a line-of-battle ship and a frigate," but, in the language of truth, by the british 12-pounder 32-gun frigate Alexandria, captain Robert Cathcart, and 16-gun ship-sloop Spitfire, captain John Ellis. As the commodore is very brief in his account of this meeting, we shall take our narrative from the logs of the two british ships. On the day in question, at 2 h. 30 m. P. M., latitude at noon (the mean of the two ships' reckonings) 71° 52′ north, longitude 20° 18′ east, the Alexandria and Spitfire, standing south-east by south, with a light wind from the northward, discovered a frigate and a large schooner in the north-north-east. The two british ships immediately hauled up in chase, and at 5 h. 30 m. P. M. tacked to the west-north-west, making the rossian as well as english private signals. At 6 h. 15 m. the President and her consort, who had hitherto been standing towards the two british ships, tacked from them to the north-west, under all sail, followed by the Alexandria and Spitfire. At 7 h. 30 m. P. M. the Spitfire was within five miles of the President, who then bore from her north-north-west. In order that there may be no doubt of identity in this case, we subjoin a brief extract or two from the letter of commodore Rodgers. "At the time of meeting with

Accompanied by a privateer, falls in with, and runs from Alexandria and Spitfire

1813. July. the enemy's two ships, the privateer-schooner Scourge, of New-York, had fallen in company."—"I stood towards them until, making out what they were, I hauled by the wind upon the opposite tack to avoid them."

Scourge parts company and british ships continue in chase of President.

The lightness of the night in these latitudes enabling the british frigate and sloop to keep sight of their enemy, no interruption occurred in the chase. On the 20th, at 4 h. 30 m. P. M., finding that the Spitfire, as well as the President, was gaining upon her, the Alexandria cut away her bower-anchor. At 4 h. 40 m. the Scourge parted company from the President, who was now nearly hull-down from the leading british ship. A schooner being unworthy game when a frigate was in sight, the Alexandria and Spitfire continued in pursuit of the President. "Their attention," says the commodore, "was so much engrossed by the President, that they permitted her (the Scourge) to escape, without appearing to take any notice of her."

Spitfire outsails her consort and gets very near to President.

At 6 P. M., when the Alexandria bore from the Spitfire full two miles south-south-east, the President bore north distant only six miles. From this time the american frigate continued gaining upon the Spitfire until 1 h. 10 m. P. M. on the 21st; when, thick weather coming on, the latter lost sight both of her consort and her chase. The discharge of four guns, however, by the Alexandria, enabled the Spitfire to close. The two british ships again making sail, the sloop, at 2 h. 15 m. P. M., again got sight of the President, in the west-south-west, and at 4 P. M. was once more within six miles of her; which, says the commodore, "was quite as near as was desirable." The chase continued, during the remainder of the 21st, to the advantage of the american frigate, until 8 A. M. on the 22d, when the Spitfire, a fourth time, got within six miles of the President; who again, by the most strenuous efforts, began increasing her distance.

At 6 P. M., when nearly hull-down from the little

persevering sloop, and quite out of sight from the Alexandria, the President fired a gun, hoisted an american ensign at her peak and a commodore's broad pendant at her main, and hauled upon a wind to the westward. Captain Ellis continued gallantly to stand on, until, at 6 h. 40 m. P. M., captain Cathcart, who was then eight miles in the east-north-east of his consort, considerately signalled the Spitfire to close. As soon as the latter had done so, sail was again made; and the chase continued throughout that night, and until 10 A. M. on the 23d; when the President had run completely out of sight of both, "the line-of-battle ship and the frigate," or, as an american historian says, of the "two line-of-battle ships,"* which had so long been pursuing her. 1813, July. President hoists her colours and runs her pursuers out of sight.

Among the prisoners on board the President at the time of the chase, were the master and mate of the british snow Daphne, of Whitby. According to the journal of these men, published in the newspapers, they, as well as many of the President's officers and men, were convinced that the chasing ships were a small frigate and a sloop of war. They describe, in a ludicrous manner, the preparations on board the President, to resist the attack of this formidable squadron. During each of the three days, a treble allowance of grog was served out to the crew, and an immense quantity of star, chain, and other kinds of dismantling shot got upon deck, in readiness for the action. It appears also that, when the Eliza-Swan whaler hove in sight a few days afterwards, she was supposed to be a large ship of war, and the ceremony with the grog and dismantling shot was repeated. After a very cautious approach on the part of the President, the chase was discovered to be a clump of a merchantman, and made prize of accordingly. Testimony of british prisoners on board President.

In the above, as the american commodore accurately states it, "80 hours' chase," what a contrast appears in the gallantry of one party, and in the pusillanimity Contrasted behaviour

* Naval Monument, p. 230.

1813. July. of the other. Will any one pretend, that the flight of commodore Rodgers was all the effect of delusion? What! mistake a ship of 422 tons for a "frigate," and a frigate of 662 tons for a "line-of-battle ship"? Well was it for the commodore that he did not belong to the british navy. Well was it, too, for captains Cathcart and Ellis, that the Alexandria sailed so ill; for it was physically impossible that she and the Spitfire should have come off victorious. Yet, that gallantry, which had urged their captains to the pursuit of so formidable a ship, a ship known by her ensign and broad pendant to be a similar frigate to those that had captured, in succession, the Guerrière, Macedonian, and Java, would have impelled them to stand by each other, until both ships had either been buried in the deep, or become the trophies of the american commodore.

Overjoyed at his escape, commodore Rodgers determined to quit a region where constant daylight afforded an enemy so many advantages over him: he therefore crowded sail to the westward. On the 2d of August, after the President had been four or five days in a good position for intercepting the trade passing in and out of the Irish Channel, a rumour of "superior force in that vicinity," another "line-of-battle ship and frigate" probably, rendered it expedient for the commodore to shift his cruising ground. He then made the circuit of Ireland; and, getting into the latitude of Cape Clear, steered for the banks of Newfoundland. Here commodore Rodgers was near being gratified with the sight of a real line-of-battle ship and frigate, the Bellerophon 74, captain Edward Hawker, bearing the flag of vice-admiral sir Richard Goodwin Keats, and the Hyperion 36, captain William Pryce Cumby.

With this intelligence, the President bent her course towards the United States; and on the 23d of September, when a little to the southward of Nantucket, succeeded in decoying and capturing the british 5-gun schooner Highflyer, tender to the Sau-

of the american and british captains.

President sails on her return.

Captures Highflyer and arrives at Rhode-Island.

Domingo 74, and commanded by her second lieutenant, William Hutchinson. That was not all. Owing to a great deal of cunning on one side, and a tolerable share of imbecility on the other, commodore Rodgers obtained the stations of the different british men of war on the american coast; and, taking his measures accordingly, was enabled, on the same day, to enter unobserved the harbour of Newport, Rhode-island. 1813. Aug.

The Congress frigate continued cruising, without effecting any thing of consequence, until the middle of December; when captain Smith succeeded in reaching, unobserved as it also appears, the harbour of Portsmouth, New-Hampshire. One of her officers, when writing to a friend announcing his return, says: "The Congress has 410 of her crew on board, all in good health: she lost four men by sickness, and has manned a prize with a few others." The officer's friend carried this letter to a newspaper editor, and he gave it immediate insertion. There cannot therefore be a doubt, that the Congress had quitted port with at least 425 men; and the Congress and Chesapeake were of the same class. Some months after the arrival of the Congress at Portsmouth, the Tenedos cruised off the port; and, during a long blockade, captain Parker used every means in his power to induce the Congress to come out and engage him. But the fate of the Chesapeake had put a stop to the future cruises of the american 18-pounder frigates, and the Congress, after a while, was disarmed and laid up. Return of the Congress to Portsmouth N. H. where she is blockaded by the Tenedos.

On the 5th of August, off the southern coast of the United States, the british schooner Dominica, of 12 carronades, 12-pounders, and two sixes, with, as an extra gun, a 32-pounder carronade upon a traversing carriage, lieutenant George Wilmot Barretté, having under her convoy the king's packet Princess-Charlotte, bound from St.-Thomas's to England, fell in with the french, or rather, the franco-american, privateer-schooner Decatur, of six 12-pounder car- Decatur privateer falls in with Dominica and a king's packet.

1813. Aug. romades and one long 18-pounder on a traversing carriage, commanded by the celebrated captain Dominique Diron.* We have no other details than those furnished by the american papers; but we suppose that lieutenant Barretté, the moment he discovered the privateer approaching, hauled off from the packet to meet her.

Action commences. Commencing the attack from to-windward, at a distance that best suited her long 18-pounder, the Decatur gradually closed with the Dominica, and made an attempt to board, but was repulsed. A second attempt met the same fate; but, after the contest had lasted three quarters of an hour, the Decatur ran her jib-boom through the Dominica's mainsail, when a third attempt, made by the whole of the french crew, succeeded; that is, the privateer's men gained a footing upon the Dominica's deck. Here a sanguinary conflict ensued; in which lieutenant Barretté, although he had been wounded early in the action by two musket-balls in the left arm, fought in the most gallant manner, and, refusing to surrender, was killed. Emulating the example of their youthful commander, (he was not 26,) the remaining officers and men made a noble resistance against double their numbers. Owing to the crowded state of the Dominica's deck from the presence of the boarders, and the valour of the british crew in persisting to struggle with the latter, fire-arms became useless, and cutlasses and cold shot were the chief weapons used. At length, the Dominica's brave crew became diminished to about a dozen effective men and boys; and the Decatur's, then six times more numerous, hauled down the british colours.

Lieut. Barretté is killed.

Decatur boards and carries Dominica.

Loss on each side. Of her 57 men and nine boys, the Dominica had her commander, master, (Isaac Sacker,) purser, (David Brown,) two midshipmen, (William Archer and William Parry,) and 13 seamen and boys killed and mortally wounded, and 17 severely and slightly wounded,

* See vol. iv. p. 388.

including every other officer (her sub-lieutenant was absent) except the surgeon and one midshipman. One of her boys, not 11 years old, was wounded in two places. Poor child! it would have suited thee better to be throwing dumps than "cold shot;" to be gamboling in the nursery, rather than "contending for victory" upon a man of war's deck. Out of a crew of at least 120 men, the Decatur had four killed and 15 wounded. 1813. Sept.

It appears that captain Diron, by his masterly manœuvres, prevented the Dominica from making any effectual use of her guns, relying for success upon the arm in which he knew he was almost doubly superior. The Dominica was captured by a privateer, certainly, but under circumstances, that reflected an honour rather than a disgrace upon the british character. The following paragraph forms a part of captain Diron's account in the Charleston papers; nor have we been able to discover a contradiction to the serious charge it contains: "During the combat, which lasted an hour, the king's packet Princess-Charlotte remained a silent spectator of the scene; and, as soon as the vessels were disengaged from each other, she tacked and stood to the southward." Remarks on the action.

On the 5th of September, at daylight, as the british brig-sloop (late gun-brig) Boxer, of 12 carronades, 18-pounders, and two sixes, captain Samuel Blyth, was lying at anchor near Penguin Point, a few miles to the eastward of Portland in the United States, the american gun-brig Enterprise, of 14 carronades, 18-pounders, and two nines, lieutenant-commandant William Burrows, was seen in the south-south-east. At 7 h. 30 m. P. M., leaving her surgeon, two of her midshipmen, and an army officer, a passenger, on shore at Manhegan, "shooting pigeons," the Boxer got under way; and, at 8 h. 30 m., hoisting three english ensigns, bore up for the Enterprise, then standing on the larboard tack. At 9 A. M. Boxer and Enterprise manœuvre to gain the wind: latter obtains it.

1813. Sept. the latter tacked and stood to the southward. At 9 h. 30 m., when the two brigs were about four miles apart, it fell calm; and at 11 h. 30 m. a breeze sprang up from the southward, which placed the american brig to-windward. At 2 P. M. the Enterprise made sail on a wind, to try her rate of sailing with the Boxer; and, in half an hour, having clearly ascertained his advantage in this respect, as well as that the Boxer was inferior in size and force, lieutenant Burrows hoisted three american ensigns, and, firing a shot of defiance, bore up to engage.

Action commences

At 3 h. 15 m. P. M. the Boxer, being on the starboard tack, fired her starboard broadside, and immediately received the larboard broadside of the Enterprise in return; the two brigs then not more than half pistol-shot apart. In the very first broadside, an 18-pound shot passed through captain Blyth's body, and shattered his left arm. The command of the Boxer then devolved upon her only lieutenant, David M'Creery. At about the same time a musket-ball fired from the Boxer mortally wounded captain Burrows. At 3 h. 30 m. P. M. the Enterprise, now commanded by lieutenant Edward R. M'Call, ranged ahead, and, rounding to on the starboard tack, raked the Boxer with her starboard guns, and shot away her main topmast and foretopsail yard. The american brig then set her foresail, and, taking a position on the starboard bow of her now wholly unmanageable antagonist, continued pouring in successive raking fires until 3 h. 45 m., when the Boxer surrendered.

Both commanders killed.

Boxer surrenders.

Damage and loss on each side.

The Boxer was much cut up in hull and spars, and, out of her 60 men (12 absent) and six boys, lost, besides her commander, three men killed, and 17 men wounded, four of them mortally. The Enterprise suffered very little injury in her hull and spars; but her rigging and sails were a good deal cut. Out of her 120 men and three boys, the american brig lost one man killed, her commander, one

midshipman, (both mortally,) and 11 men wounded, one of the latter mortally. 1813. Sept.

The established armament of the Boxer was 10 carronades; and that number, with her two 6-pounders, was as many as the brig could mount with effect or carry with ease. But, when the Boxer was refitting at Halifax, captain Blyth obtained two additional carronades: had he taken on board, instead of them, 20 additional seamen, the Boxer would have been a much more effective vessel. Against the english 18-pounder carronade, complaints have always been made, for its lightness and unsteadiness in action; but the american carronade of that caliber is much shorter in the breech, and longer in the muzzle: therefore it heats more slowly, recoils less, and carries farther. The same is the case, indeed, with all the varieties of the carronade used by the Americans; and they, in consequence, derive advantages in the employment of that piece of ordnance, not possessed by the English; whose carronades are notoriously the lightest and most inefficient of any in use. If the english carronade, especially of the smaller calibers, had displayed its imperfections, as these pages have frequently shown that the english 13-inch mortar was in the habit of doing, by bursting after an hour or two's firing, the gun must either have been improved in form, or thrown out of the service. While on the subject of carronades, we may remark, that even the few disadvantages in the carronade, which the Americans have not been able entirely to obviate, they have managed to lessen, by using, not only stouter, but double, breechings; one of which, in case the ring-bolt should draw, is made to pass through the timber-head.

Guns mounted by Boxer.

British and american carronades.

Although it was clearly shown, by the number of prisoners received out of her, that the Boxer commenced the action with only 66 men and boys, captain Isaac Hull was so officious as to address a letter to commodore Bainbridge at Boston, purposely to express his opinion, that the british brig had

No. of men on board of Boxer.

1813. Sept. upwards of "100 men on board; for," says captain Hull, "I counted upwards of 90 hammocks." As the american public did not know that, in the british service, every seaman and marine has two hammocks allowed him, this statement from one of their favourite naval officers produced the desired effect all over the republic, Washington not excepted.

Relative size and scantling of the two ships.

The Boxer measured 181 tons and a fraction, the Enterprise at least 245 tons; and, while the bulwarks of the latter were built of solid oak, those of the former consisted, with the exception of one timber between each port, of an outer and an inner plank, pervious to every grape-shot that was fired. As a proof of the difference in the size of the two vessels, the mainmast of the Enterprise was 15 inches more in circumference than that of the Boxer, and her main yard upwards of 10 feet longer.

Remarks on the action.

We will, however, admit that, but for the two-fold disparity in their crews, these two vessels would have been a tolerably fair match. It was not in number of men only, that the disparity existed; an acting master's mate, Hugh James, and three seamen, as proved at the court-martial, assembled to try the surviving officers and crew for the loss of the Boxer, deserted their quarters in the action. So that, as the two midshipmen were absent, lieutenant M'Creery was the only officer left after the death of the captain, and the latter, it will be recollected, was killed in the first broadside; whereas the Enterprise, after her gallant commander fell, had still remaining two lieutenants, one or two master's mates, and four midshipmen. Her crew, also, had evidently been well practised at the guns: but the Boxer's men appear to have known very little what use to make of their guns. The sentence of the court-martial refers particularly to this disgraceful circumstance. Upon the whole, the action of the Boxer and Enterprise was a very creditable affair to the Americans: but, excepting the Frolic's action, and that was a case *sui generis*, it was the first engagement in which

an american vessel had succeeded against a british vessel nearly equal to her in guns; and, even in this case, the american vessel was doubly superior in crew, better found in every respect, nearly a third larger, and constructed, as we have already stated, of much stouter scantling. 1813. Aug.

On the 7th of September the gallant commanders of the two brigs were buried at Portland with military and civic honours; and the few surviving officers of the Boxer, to testify their regard for their late commander, caused a tombstone, with a suitable inscription, to be placed over his grave. None of the praises lavished upon the "fine brig of war Boxer" could gain her a place among the national vessels of the United States. She was put up to auction, and sold as a merchant brig; for which service only, and that in peaceable times, she was ever calculated. Burial of the two commanders.

On the 12th of August, at 6 h. 30 m. A. M., the british 18-gun brig-sloop Pelican, captain John Fordyce Maples, anchored in Cork from a cruise. Before the sails were furled, captain Maples received orders to put to sea again, in quest of an american sloop of war, which had been committing serious depredations in St. George's Channel, and of which the Pelican herself had gained some information on the preceding day. At 8 A. M., having supplied herself with a few necessary stores, the Pelican got under way, and beat out of the harbour against a very strong breeze and heavy sea; a proof of the earnestness of her officers and crew. Pelican sails in quest of Argus.

On the 13th, at 7 h. 30 m. P. M., when standing to the eastward with the wind at north-west, the Pelican observed a fire ahead, and a brig standing to the south-east. The latter was immediately chased under all sail, but was lost sight of in the night. On the 14th, at 4 h. 45 m. A. M., latitude 52° 15′ north, longitude 5° 50′ west, the same brig was seen in the north-east, separating from a ship which she had just set on fire, and steering towards several merchantmen Discovers her, and the two brigs manœuvre for the weather-gage.

1813. Aug. in the south-east. This active cruiser was the United States' brig-sloop Argus, captain William Henry Allen, standing close hauled on the starboard tack, with the wind a moderate breeze from the southward. The Pelican was on the weather quarter of the Argus, bearing down under a press of sail to close her; nor did the latter make any attempt to escape, her commander, who had been first lieutenant of the United-States in her action with the Macedonian, being confident, as it afterwards appeared, that he could "whip any english 22-gun" (as all the british 18-gun brigs were called in America) sloop of war in 10 minutes. Let us now show the force of each of these anxious candidates for the laurel crown.

Guns, &c. mounted by each brig. The Pelican mounted the usual establishment of her class, 16 carronades, 32-pounders, and two long sixes, with a 12-pounder boat-carronade. But, unfortunately, captain Maples, when recently at Jamaica, had taken on board two brass 6-pounders. As there were no broadside ports for them, these surplusage guns were not thrown into the hold along with the ballast, but were mounted through the stern-ports, to the perpetual annoyance of the man at the helm, without a redeeming benefit in contributing, in the slightest degree, to the brig's actual force. Of her established complement of 120 men and boys, the Pelican had on board 101 men and 12 boys; and, among her absentees, was her second lieutenant. The Argus mounted 18 carronades, 24-pounders, and two long english 12-pounders, the same, we believe, that had belonged to the Macedonian. On quitting the United States upon this cruise, the Argus mustered 157 men and boys; but she had since manned so many prizes as to reduce her crew to 127, or, as acknowledged by her officers, 125, a number that included about three lads or boys.

Argus shortens sail and action commences At 4 h. 30 m. A. M., being unable to get the weather-gage, the Argus shortened sail, to give the Pelican the opportunity of closing. At 5 h. 55 m. A. M., St.-David's Head bearing east distant about five leagues,

the Pelican hoisted her colours. The Argus immediately did the same, and at 6 A. M., having wore round, opened her larboard guns within grape-distance; receiving in return the starboard broadside of the Pelican. In about four minutes captain Allen was severely wounded, and the main braces, main springstay, gaff, and trysail-mast of the Argus were shot away. At 6 h. 14 m. the Pelican bore up, to pass astern of the Argus; but the latter, now commanded by lieutenant William Henry Watson, adroitly threw all aback, and frustrated the attempt, bestowing at the same time a well intended, but ineffective raking fire. At 6 h. 18 m., having shot away her opponent's preventer-brace and main topsail-tie, and thus deprived her of the use of her after-sails, the Pelican passed astern of and raked the Argus, and then ranged up on her starboard quarter, pouring in her fire with destructive effect. In a short time, having by this vigorous attack had her wheel-ropes and running rigging of every description shot away, the Argus became entirely unmanageable, and again exposed her stern to the broadside of the Pelican; who, shortly afterwards, passing the broadside of the Argus, placed herself on the latter's starboard bow. In this position the british brig, at 6 h. 45 m. A. M., boarded the american brig, and instantly carried her, although the master's mate of the Pelican, Mr. William Young, who led the party, received his death-wound from the fore top of the Argus, just as he had stepped upon her gunwale. Even this did not encourage the american crew to rally; and two or three, among those who had not run below, hauled down the colours.

1813. Aug.

American captain wounded.

Pelican boards Argus and carries her.

On board the Pelican, one shot had passed through the boatswain's and another through the carpenter's cabin. Her sides were filled with grape-shot, and her rigging and sails much injured: her foremast and main topmast were slightly wounded, and so were her royal-masts; but no spar was seriously hurt. Two of her carronades were dismounted. Out of

Damage and loss on board Pelican.

1813. Aug. her 101 men and 12 boys, the Pelican lost, besides the master's mate, Mr. Young, slain in the moment of victory, one seaman killed, and five slightly wounded, chiefly by the american musketry and langridge; the latter to the torture of the wounded. Captain Maples had a narrow escape: a spent canister-shot struck, with some degree of force, one of his waistcoat buttons, and then fell on the deck.

Same on board Argus. The Argus was tolerably cut up in her hull. Both her lower masts were wounded, although not badly, and her fore shrouds on one side were nearly all destroyed; but, like the Chesapeake, the Argus had no spar shot away. Several of her carronades were disabled. Out of her 122 men and three boys, to appearance a remarkably fine ship's company, the Argus had six seamen killed, her commander, two midshipmen, the carpenter, and three seamen mortally, her first lieutenant and five seamen severely, and eight others slightly, wounded; total, six killed and 18 wounded.

Broadside guns of each brig. We shall not, of course, reckon as a part of the Pelican's broadside force the two 6-pounders in her stern-ports, nor, for the reason formerly stated, the 12-pounder boat-carronade. Although a trifle shorter on deck than the Pelican, the Argus carried her 10 guns of a side with ease; first, because, being of a smaller caliber, they took up rather less room, and next, because her tiller worked on the 'tween decks, and admitted her aftermost port to be carried nearer to her stern by several feet. The american writers dwelt upon the number of prizes which the Argus had previously made, partly with the view of raising an inference, that she had reduced her ammunition to an inadequate amount. The fact is that, after her action with the Pelican, the Argus had more powder left than was supplied to the Pelican at her first outfit; and the american brig's round, grape, and canister shot, exclusive of bars of iron, old iron, rusty nails, bayonets lashed together with rope-yarn, and other species of american langridge,

weighed 22 cwt. With respect, also, to muskets, pistols, swords, and pikes, nearly twice as many were found on board the Argus, as were allowed to a british brig-sloop of the Pelican's class. 1813. Aug.

The Argus was built at Boston in the year 1799 or 1800; she measured 298 tons american, or 316 english; and her qualifications as a cruiser called forth the following encomium from the editor of the National Intelligencer: "She is admitted to be one of the finest vessels in the service of her class, and the model of such a vessel is certainly inestimable." But the Argus at that time had not been captured by the British. In point of length, the two brigs were the same, within about four feet in favour of the Pelican; who had also three feet more beam, and consequently was of greater measurement by nearly 70 tons. But, while the main yard of the Pelican was 54 feet 7 inches in length, that of the Argus was 55 feet 2 inches. In point of scantling, the Argus had also the advantage in a slight degree. Size, &c. of the Argus.

COMPARATIVE FORCE OF THE COMBATANTS.

		PELICAN.	ARGUS.
Broadside-guns	No.	9	10
	lbs.	262	228
Crew (men only)	No.	101	122
Size	tons	385	316

We will set the Americans a good example by freely admitting, that there was here a superiority against them; but then, even after she had captured the Argus, the Pelican was in a condition to engage and make prize of another american brig just like her. The slight loss incurred on one side in this action is worth attending to, not only by the boasters in the United States, but by the croakers in Great Britain. Remarks on the action.

Despatching his prize, with half her crew, including the wounded, and a full third of his own, in charge of the Pelican's first and only lieutenant, Thomas Welsh, to Plymouth, captain Maples himself,

1813. Aug. with the remaining half of the prisoners, proceeded to Cork, to report his proceedings to admiral Thornborough. On the 16th the Argus arrived at Plymouth; and soon afterwards, for the promptitude, skill, and gallantry which he had displayed captain Maples was most deservedly posted. Captain Allen had his left thigh amputated by his own surgeon; and, notwithstanding every attention, died on the 18th of August, at Mill-Prison hospital. On the 21st he was buried with high military honours, and attended to his grave by all the navy, marine, and army officers in the port.

Promotion of captain Maples

Death of capt. Allen.

Court of inquiry on officers and crew of Argus.

A court of inquiry was of course held on the surviving officers and crew of the Argus, for the loss of their vessel. The court declared, "it was proved that, in the number of her crew, and in the number and caliber of her guns, the Pelican was decidedly superior to the Argus." How it was "proved" that the Pelican had more men than the Argus, or what was the number that either vessel carried, the court did not deem it worth while to state. Nor does lieutenant Watson, in his official letter, and which doubtless was before the court, make the slightest allusion to any superiority on the part of the Pelican in number of men. But the court was not aware, perhaps, that lieutenant Watson, and the two officers next in rank to him, had solemnly sworn, in a british prize-court, that the Argus went into action with 125 men. Lieutenant Watson officially enumerates the Pelican's guns, boat-carronade and all, at 21; and, many months before the sitting of the court, that officer, lieutenant William Henry Allen the younger, and the brig's master, had sworn that the Argus mounted 20 guns; a very "decided" superiority certainly. Upon the whole, we must conclude, that these american courts of inquiry are less scrupulous about the truth, than the expediency, of the decisions they pronounce; and yet some persons may consider it not very wise in the Americans, looking back on their previous boastings,

to make the "caliber of guns" a subject of investigation. 1813. Feb.

Unfortunately, the capture of frigate after frigate by the Americans could not persuade the british government, that the United States were in earnest about going to war. Hence, instead of one of the 10 or 12 dashing flag-officers, whose names have recently figured in these pages, being sent out to fight the Americans into compliance, a superannuated admiral, whose services, such as they were, bore a very old date, arrived, early in March, 1813, in Chesapeake bay, to try the effect of diplomacy and procrastination. Had not sir John Warren's second in command, rear-admiral Cockburn, been of a more active turn, the inhabitants of that very exposed part of the american sea-frontier, the coast around the bay in which the two admirals had cast anchor, would scarcely have known, except by hearsay, that war existed. But, before we proceed to give an account of the proceedings of rear-admiral Cockburn in the rivers at the head of the Chesapeake, we have to relate a boat-attack that took place a few weeks previous to his arrival on the american coast. Arrival of admirals Warren and Cockburn in the Chesapeake.

On the 8th of February, at 9 A. M., while a british squadron, consisting of the 18-pounder 36-gun frigates Maidstone and Belvidera, captains George Burdett and Richard Byron, and 38-gun frigates Junon and Statira, captains James Sanders and Hassard Stackpoole, was at anchor in Lynhaven bay, a schooner was observed in the north-west, standing down Chesapeake bay. Immediately the boats of the Belvidera and Statira were detached in chase. Shortly afterwards, on captain Byron's making the signal, that the chase was superior to the boats, a fresh force of boats was sent, making nine in all, under the command of lieutenant Kelly Nazer. British boats chase Lottery schooner.

On seeing the boats approaching her, the schooner, which was the Lottery, of six 12-pounder carronades and 28 men, captain John Southcomb, from Baltimore bound to Bordeaux, made all sail to escape;

1813. Feb. but soon found herself becalmed. At 1 P. M. she opened from her stern-chasers a well-directed fire upon the headmost boats, or those first detached. These rested on their oars until their comrades came up; when the whole rushed forward, and, through a very animated fire of round and grape, boarded the schooner, but did not carry her until after a most obstinate resistance, in which captain Southcomb was mortally wounded, and 18 of his men also wounded, many of them dangerously. The British sustained a loss comparatively slight, having had only one man killed and five wounded.

Capture her after a brave resistance.

This was a very gallant resistance on the part of the Lottery; and captain Southcomb, until he died, was treated with the greatest attention by captain Byron, on board of whose frigate he had been brought. Captain Byron then sent the body of the Lottery's late commander on shore, with every mark of respect due to the memory of a brave officer; and he afterwards received a letter of thanks from captain Charles Stewart of the american 18-pounder 36-gun frigate Constellation, at an anchor in St.-James river leading to Norfolk, watching an opportunity to put to sea. The Lottery was a fine schooner of 225 tons, pierced for 16 guns, and afterwards became the Canso in the british service.

Gallant behaviour and death of capt. Southcomb.

Just as sir John Warren, with the 74-gun ships San-Domingo, bearing his flag, captain Charles Gill, and Marlborough, bearing rear-admiral Cockburn's flag, captain Charles Bayne Hodgson Ross, accompanied by the Maidstone and Statira frigates and Fantome and Mohawk brig-sloops, had arrived abreast of the river Rappahannock, in their way up the Chesapeake, five large armed schooners were discovered, and were immediately chased into the river by the frigates and smaller vessels. It now falling calm, the boats of the two line-of-battle ships and frigates, consisting of the San-Domingo's pinnace, with 23 officers and men and a 12-pounder carronade, under lieutenant James Polkinghorne, Maidstone's launch,

Boats under lieut. Polkinghorne detached up Rappahannock.

with 21 officers and men and a 12-pounder carronade, under lieutenant Matthew Liddon, Marlborough's barge and cutter, with 40 officers and men, under lieutenants George Constantine Urmston and James Scott, and Statira's cutter with 21 officers and men, under lieutenant George Bishop, total 105 officers and men, were immediately detached in pursuit. 1813. Feb.

After rowing 15 miles, lieutenant Polkinghorne found the four schooners, which were the Arab, of seven guns and 45 men, Lynx, of six guns and 40 men, Racer, of six guns and 36 men, and Dolphin, of 12 guns and 98 men, drawn up in line ahead, and fully prepared to give him a warm reception. He, notwithstanding, dashed at them. The Arab was boarded and carried by the Marlborough's two boats; the Lynx hauled down her colours just as the San-Domingo's pinnace arrived alongside; and the Racer was carried by lieutenant Polkinghorne, after a sharp resistance. The guns of the Racer were then turned upon the Dolphin; and the latter was gallantly boarded and carried by the Statira's cutter and Maidstone's launch. Capture four armed schooners.

The loss sustained by the British in this very gallant boat-attack amounted to one seaman and one marine killed, lieutenant Polkinghorne, another lieutenant, (William Alexander Brand,) one lieutenant of marines, (William Richard Flint,) one midshipman, (John Sleigh,) and seven seamen and marines wounded. The loss sustained by the Americans was six men killed and 10 wounded. The captured schooners were very fine vessels and of large dimensions for schooners, each measuring from 200 to 225 tons. The Racer and Lynx, under the names of Shelburne and Musquedobit, were afterwards 14-gun schooners in the british service. Because, probably, these four formidable schooners were only privateers, the gallantry of lieutenant Polkinghorne in capturing them, with a force so decidedly inferior, did not obtain him a commander's rank until upwards of 14 months afterwards. Loss on each side.

1813. April. Rear-admiral Cockburn proceeds on his expedition up the rivers of the Chesapeake.

Rear-admiral Cockburn was now directed, with a squadron of small vessels, to penetrate the rivers at the head of the bay, and endeavour to cut off the enemy's supplies, as well as to destroy his foundries, stores, and public works; particularly a dépôt of flour, military and other stores, ascertained, by the information of some Americans, to be at a place called French-town, situated a considerable distance up the river Elk. Accordingly, on the evening of the 28th of April, taking with him the brigs Fantome and Mohawk, and the Dolphin, Racer, and Highflyer tenders, the rear-admiral moved towards the river. Having anchored the brigs and schooners as far within the entrance as could be effected after dark, the rear-admiral took with him, in the boats of his little squadron, commanded by lieutenant George Augustus Westphal, first of the Marlborough, 150 marines, under captains Marmaduke Wybourn and Thomas Carter, and five artillerymen, under lieutenant Robertson, of that corps, and proceeded to execute his orders.

Attacks French town, destroys battery, vessels, &c.

Having, owing to ignorance of the way, entered the Bohemia, instead of keeping in the Elk river, the boats did not reach the destined place till late on the following morning. This delay enabled the inhabitants of French-town, to make arrangements for the defence of the stores and town; for the security of which a six-gun battery had lately been erected. As soon as the boats approached within gun-shot of it, a heavy fire was opened upon them. Disregarding this, however, the marines quickly landed; and the american militia fled from the battery to the adjoining woods. The inhabitants of the town, which was situated at about a mile distant, having, as far as could be ascertained, taken no part in the contest, were not in the slightest degree molested; but a considerable quantity of flour, of army-clothing, saddles, bridles, and other equipments for cavalry; also various articles of merchandise, and the two stores in which they had been

contained, together with five vessels lying near the place, were entirely consumed. The guns of the battery, being too heavy to be carried away, were disabled; and the boats departed, with no other loss than one seaman wounded in the arm by a grape-shot. The Americans lost one man killed by a rocket, but none wounded. 1813. April.

The rear-admiral's system, and which he had taken care to impart to all the Americans captured by, or voluntarily coming on board, the squadron, was, to land without offering molestation to the unopposing inhabitants, either in their persons or properties; to capture or destroy all articles of merchandise and munitions of war; to be allowed to take off, upon paying the full market price, all such cattle and supplies as the british squadron might require; but, should resistance be offered, or menaces held out, to consider the town as a fortified post, and the male inhabitants as soldiers; the one to be destroyed, the other, with their cattle and stock, to be captured. The rear-admiral's system of treating the Americans explained

As the boats, in their way down the Elk, were rounding Turkey point, they came in sight of a large estate, surrounded by cattle. The rear-admiral landed; and, directing the bailiff, or overseer, to pick out as many oxen, sheep, and other stock, as were deemed sufficient for the present use of the squadron, paid for them to the full amount of what the bailiff alleged was the market price. Not the slightest injury was done; or, doubtless, one of the industrious american historians would have recorded the fact. Having learnt that cattle and provisions, in considerable quantity, were at Specucie Island, the rear-admiral, with the brigs and tenders, proceeded to that place. In his way thither, it became necessary to pass in sight of Havre de Grace, a village of about 60 houses, situated on the west side of the Susquehanna, a short distance above the confluence of that river with the Chesapeake. Although the British were a long way out of gun- Boats land at Turkey point.

1813. May. shot, the Americans at Havre de Grace, as if inspired by the heroism of their townsman, commodore Rodgers, fired at them from a six-gun battery, and displayed to their view, as a further mark of defiance, a large american ensign. This determined the rear-admiral to make that battery and town the next object of attack. In the mean while, he anchored off Specucie Island. Here a part of the boats landed, and obtained cattle upon the same terms as before. A complaint having been made, that some of the subordinate officers had destroyed a number of turkies, the rear-admiral paid the value of them out of his own pocket. The Americans as they were driving the cattle to the boats, jeered the men, saying, "Why do you come here? Why don't you go to Havre de Grace? There you'll have something to do." About this time a deserter gave the people at Havre de Grace, who had already been preparing, notice of the intended attack.

Are fired at from Havre de Grace.

Anchor off Specucie island.

After quitting Specucie Island, the rear-admiral bent his course towards Havre de Grace; but the shallowness of the water admitting the passage of boats only, the 150 marines and the five artillerymen embarked at midnight on the 2d of May, and proceeded up the river. The Dolphin and Highflyer tenders attempted to follow in support of the boats, but shoal water compelled them to anchor at the distance of six miles from the point of attack. By daylight, the boats succeeded in getting opposite to the battery; which mounted six guns, 12 and 6 pounders, and opened a smart fire upon the British. The marines instantly landed to the left; which was a signal to the Americans to withdraw from their battery. Lieutenant Westphal, having in the mean time stationed his rocket-boat close to the battery, now landed with his boat's crew, turned the guns upon the american militia, and drove them to the extremity of the town. The inhabitants still keeping up a fire from behind the houses, walls, and trees, lieutenant Westphal, by the admiral's orders, held

Attack Havre de Grace and carry battery

out a flag of truce, and called upon them to desist. Instead of so doing, these "unoffending citizens" fired at the british lieutenant, and actually shot him through the very hand that was bearing the flag of truce. After this, who could wonder if the british seamen and marines turned to the right and to the left, and demolished every thing in their way? The towns-people themselves had constructed the battery; and yet not a house in which an inhabitant remained was injured. Several of the inhabitants, principally women, who had fled at first, came again into the town, and got back such articles as had been taken. Some of the women actually proceeded to the boats; and, upon identifying their property, obtained its restoration.

1813. May. Lieut. Westphal wounded while carrying a flag of truce.

Many of the inhabitants who had remained peaceably in their houses, as a proof that they were well informed of the principle upon which sir George Cockburn acted, frequently exclaimed to him: "Ah, sir, I told them what would be the consequence of their conduct. It is a great pity so many should suffer for a headstrong few. Those who were the most determined to fire upon you the other day, saying it was impossible you could take the place, were now the first to run away." Several of the houses that were not burnt did, in truth, belong to the chief agents in those violent measures which had caused such severity on the part of the British; and the very towns-people themselves pointed out the houses. Lieutenant Westphal, with his remaining hand, pursued and took prisoner an american captain of militia; and others of the party brought in an ensign and several privates, inouding an old Irishman, named O'Neill. After embarking the six guns from the battery, and taking or destroying about 130 stands of small-arms, the British departed from Havre de Grace.

Good behaviour of some of the inhabitants.

One division of boats, headed by the rear-admiral, then proceeded to the northward, in search of a cannon-foundry, of which some of the inhabitants of

British destroy a cannon

1813. May. Foundry near Havre de Grace.

Havre de Grace had given information. This was found, and quickly destroyed; together with five long 24-pounders, stationed in a battery for its protection; 28 long 32-pounders, ready for sending away; and eight long guns, and four carronades, in the boring-house and foundry. Another division of boats was sent up the Susquehanna; and returned, after destroying five vessels and a large store of flour.

Boats ascend river Sassafras.

On the night of the 5th of May, the same party of british marines and artillerymen again embarked in the boats, and proceeded up the river Sassafras, separating the counties of Kent and Cecil, towards the villages of George-town and Frederick-town, situated on opposite sides of the river, nearly facing each other. Having intercepted a small boat with two of the inhabitants, rear-admiral Cockburn halted the detachment, about two miles from the town; and then sent forward the two Americans in their boat, to warn their countrymen against acting in the same rash manner as the people of Havre de Grace had done; assuring them that, if they did, their towns would inevitably experience a similar fate; but that, on the contrary, if they did not attempt resistance, no injury should be done to them or their towns; that vessels and public property only would be seized; that the strictest discipline would be maintained; and that whatever provision, or other property of individuals, the rear-admiral might require for the use of the squadron, would be instantly paid for in its fullest value. The two Americans agreed in the propriety of this; said there was no battery at either of the towns; that they would willingly deliver the message, and had no doubt the inhabitants would be peaceably disposed.

Are fired at from George town.

After waiting a considerable time, the rear-admiral advanced higher up; and, when within about a mile from the towns, and between two projecting points of land which compelled the boats to proceed in close order, a heavy fire was opened upon them from one field-piece, and, as conjectured, 300 or 400 militia,

divided and intrenched on the opposite sides of the river. The fire was promptly returned, and the rear-admiral pushed on shore with the marines; but, the instant the american militia observed them fix their bayonets, they fled to the woods, and were neither seen nor heard of afterwards. All the houses, excepting those whose owners had continued peaceably in them and taken no part in the attack, were forthwith destroyed; as were four vessels lying in the river, together with some stores of sugar, of lumber, of leather, and other merchandise. On this occasion, five of the British were wounded. One of the Americans, who entreated to have his property saved, wore military gaiters; and had, no doubt, assisted at the firing upon the British. Agreeably to his request, however, his property was left untouched. 1813. May. British land and destroy houses, &c.

On his way down the river, the rear-admiral visited a town situated on a branch of it. Here a part of the inhabitants actually pulled off to him; and, requesting to shake hands, declared he should experience no opposition whatever. The rear-admiral accordingly landed, with the officers, and, chiefly out of respect to his rank, a small personal guard. Among those that came to greet him on his landing, were observed two inhabitants of George-town. These men, as well as an inhabitant of the place who had been to George-town to see what was going on, had succeeded in persuading the people to adopt, as their best security, a peaceable demeanour. Having ascertained that there were no warlike stores nor public property, and obtained, upon payment of the full value, such articles as were wanted, the rear-admiral and his party reembarked. Soon afterwards a deputation was sent from Charles-town, on the north-east river, to assure the rear-admiral, that the place was considered as at his mercy; and, similar assurances coming from other places in the upper part of the Chesapeake, the rear- Land at another town and are well received.

1813. June. admiral and his light squadron retired from that quarter.

Remarks on the american unembodied militia.

Persons in England may find it difficult to consider, as soldiers, men neither embodied nor dressed in regimentals. That circumstance has not escaped the keen discernment of the american government. Hence the British are so often charged, in proclamations and other state-papers, with attacking the "inoffensive citizens of the republic." The fact is, every man in the United States, under 45 years of age, is a militiaman; and, during the war, attended in his turn, to be drilled or trained. He had always in his possession either a musket or a rifled-barrel piece; knew its use from his infancy; and with it, therefore, could do as much execution in a smock frock or plain coat, as if he wore the most splendid uniform. These soldiers in citizens' dresses were the men whom rear-admiral Cockburn so frequently attacked and routed; and who, when they had really acted up to the character of non-combatants, were invariably spared, both in their persons and properties. The rear-admiral wished them, for their own sakes only, to remain neutral; but general Hull, in his famous proclamation, prepared with so much care at Washington, invited the canadian people to become open traitors to their country; and visited, upon the heads of those that refused, all "the horrors and calamities of war."

Boats of Narcissus capture Surveyor.

On the 12th of June the boats of the 18-pounder 32-gun frigate Narcissus, captain John Richard Lumley, containing about 40 men, under the command of lieutenant John Cririe, first of that ship, and of lieutenant of marines Patrick Savage, were despatched up York river, in the Chesapeake, to cut out the United States' schooner Surveyor, mounting six 12-pounder carronades. Captain Samuel Travis, the american commander, had furnished each of his men with two muskets; and they held their fire until the British were within pistol-shot. The Americans

then opened; but the boats pushed on, and finally carried the vessel by boarding, with the loss of three men killed, and six wounded. Captain Travis had five men wounded. His crew amounted to only 16; and so gallant was their conduct, as well as that of their commander, in the opinion of lieutenant Criric, that that officer returned captain Travis his sword, accompanied by a letter, not less complimentary to him, than creditable to the writer. 1813. June.

Admiral Warren, who had quitted the Chesapeake for Bermuda, returned to his command early in June, bringing with him, according to newspaper-account, a detachment of battalion-marines, 1800 strong, 300 of the 102d regiment, 250 of the Independent Foreigners, or canadian chasseurs, and 300 of the royal marine-artillery; total 2650 men. On the 18th of June the Junon frigate anchored in Hampton roads, and captain Sanders despatched his boats to capture or destroy any vessels that might be found at the entrance of James river. Commodore John Cassin, the naval commanding officer at Norfolk, observing this, directed the 15 gun-boats at that station to be manned with an additional number of seamen and marines from the Constellation frigate, then moored at the navy-yard, also with 50 infantry from Craney island, and despatched them under the command of captain Tarbell, to attempt the capture or destruction of the Junon. Return of sir John Warren to the Chesapeake from Bermuda.

It was not till about 4 P. M. on the 20th, that this formidable flotilla, armed with upwards of 30 guns, half of which were long 32 and 24 pounders, and manned with, at least, 500 men, commenced its attack upon the Junon, then lying becalmed. Captain Sanders warmly returned their fire with his long 18-pounders, hoping that they would soon venture to approach within reach of his carronades. This the gun-boats carefully avoided; and, between them and the frigate, a distant cannonade, very slightly injurious to either party, was maintained for about three quarters of an hour. A breeze now American gun-boats make an ineffectual attack upon the Junon frigate.

1813. June. sprang up; which enabled the 18-pounder 36-gun frigate, Barrosa, captain William Henry Shirreff, and the 24-gun ship Laurestinus, captain Thomas Graham, lying about five miles off, to get under way, in the hope to have a share in the amusement. The Junon, also, was at this time under sail, using her best efforts to give a more serious complexion to the contest; but commodore Cassin, who, as he assures us, was in his boat during the whole of the action, considering that the flotilla had done enough to entitle him to display both his fighting, and his epistolary, qualifications, very prudently ordered the 15 gun-boats to make the best of their way back to Norfolk.

Norfolk and Hampton reinforced.

The appearance of the two frigates and sloop in Hampton roads soon brought to Norfolk and its vicinity as many as 10000 militia; and the works, recently constructed there, were all manned, ready for defending that important post. At Hampton, also, a militia force had assembled; and batteries were erecting, in case that town should prove the object of attack. On the 20th of June 13 sail of british ships, consisting of three 74s, a 64 armée en flute, four frigates, and five sloops, transports, and tenders, lay at anchor, the nearest within seven, the furthest off within 13, miles of Craney island. An assemblage of boats at the sterns of several of the ships, on the afternoon of that day, gave no very unequivocal notice to the people on shore, that some expedition was on foot. Accordingly, Craney island being rather weakly manned, the commanding officer at Norfolk sent 150 of the Constellation's seamen and marines to a battery of 18-pounders on the north-west, and about 480 Virginia militia to reinforce a detachment of artillery stationed with two 24 and four 6 pounders on the west, side of the island. Captain Tarbell's 15 gun-boats were also moored in the best position for contributing to the defence of the post.

Also Craney Island.

After two days' parade of boats and bustle among

the british ships, a division of 17 or 18 boats, at day-light on the morning of the 22d, departed with about 800 men, under major-general Beckwith, round the point of Nansemond river, and landed them at a place called Pig's point, near to the narrow inlet separating the main from Craney island. Owing to some error in the arrangements, unexpected obstacles presented themselves. An attack from that quarter being therefore considered hopeless, and the position itself not tenable, the troops, in the course of the day, reembarked and returned to the squadron. 1813. June. Unsuccessful attack upon Craney island by the British.

A second division of boats, 15 in number, containing a detachment of 500 men from the 102d regiment, canadian chasseurs, and battalion-marines, and about 200 seamen, the whole under the command of captain Samuel John Pechell, of the San-Domingo, arrived, at about 11 A. M., off the north-west side of the island, directly in front of the battery manned by the Constellation's men. Great difference of opinion prevailed among the officers engaged in the expedition, about the propriety of making the attack at that time of tide, it being then the ebb. Captains John Martin Hanchett, of the Diadem, the honourable James Ashley Maude, of the Nemesis, and Romilly of the engineers, were decidedly against it. Captain Pechell was for it; and he, being the senior officer, carried his point. Captain Hanchett then volunteered to lead the boats to the attack; which he was permitted to do. Captain Hanchett's boat was the Diadem's launch, carrying a 24-pounder carronade, the only boat so armed in the division. He had taken his station about 60 yards ahead of the other boats; and was pulling, under a very heavy and long-continued fire from the batteries, directly in front of them, when his boat unfortunately took the ground, at the distance of about 100 yards from the muzzles of the enemy's guns. At that instant one of the seamen, having plunged his boat-hook over the side, found three or four feet of slimy

1813. Jans. mud at the bottom. A check being thus effectually given to a daring enterprise, in which all were so ready to join, captain Hanchett waved his hat for the boats astern to keep afloat. In the hurry of pulling and the ardour of the men, this warning was disregarded; and one or two of the boats grounded. Two others, owing to their having received some shot that had passed through the sails of the Diadem's launch, sank.

Capt. Hanchett wounded. In the mean while the Americans at the battery, well aware of the shoal, had anticipated what had happened; and, feeling their own security, poured in their grape and canister with destructive effect. A 6-pound shot, which had passed through a launch on the starboard side of captain Hanchett's boat, and killed and wounded several men, struck that officer on the hip, and he instantly fell; but was quickly on his legs again. While he was assisting to save the men that were struggling in the water, in consequence of their boat having been sunk, a langridge shot entered his left thigh. While, also, the men from the sunken boats, and who consisted chiefly of the canadian chasseurs, or Independent Foreigners, were struggling for their lives in the water and mud, the Constellation's marines, and the american infantry, waded a short distance into the water, and deliberately fired at them. Huddled together, as the boats were when they struck the ground, and that within canister-range of a battery which kept upon them an incessant fire of more than two hours' duration, it required no very expert artillerists to sink three of the boats, and to kill three men and wound 16; especially when aided by the muskets of those humane individuals who waded into the water to fire at the drowning crews. Including 10 seamen, 62 were officially reported as missing. Of these, it appears, 40 gained the shore, and "deserted" to the Americans. As more than that number of missing appear to have belonged to the two foreign companies, this creates no surprise; especially, as the

only alternative left to the men was to become prisoners of war. 1813, June.

The policy of attacking Craney island, as a means of getting at Norfolk, whither the Constellation frigate had retired for shelter on the first arrival of the British in the Chesapeake, has been much questioned: but there can be only one opinion, surely, about the wisdom of sending boats, in broad daylight, to feel their way to the shore, over shoals and mud-banks, and that in the very teeth of a formidable battery. Unlike most other nations, the Americans in particular, the British, when engaged in expeditions of this nature, always rest their hopes of success upon valour rather than numbers. But still, had the veil of darkness been allowed to screen the boats from view, and an hour of the night chosen, when the tide had covered the shoals with deep water, the same little party might have carried the batteries; and a defeat, as discreditable to those that caused, as honourable to those that suffered in it, might have been converted into a victory. As it was, the affair of Craney island, dressed up to advantage in the american official account, and properly commented upon by the government-editors, was hailed throughout the union as a glorious triumph, fit for Americans to achieve. Remarks on the policy and plan of the attack.

On the night of the 25th of June, the effective men of the 102d regiment, canadian chasseurs, and battalion-marines; also, three companies of ship's marines, the whole amounting to about 2000 men, commanded by major-general Beckwith, embarked in a division of boats, placed under the orders of rear-admiral Cockburn, and, covered by the brig-sloop Mohawk, and the launches of the squadron. About half an hour before daylight on the 26th, the advance, consisting of about 650 men, along with two 6-pounders, under lieutenant-colonel Napier, landed two miles to the westward of Hampton, a town about 18 miles from Norfolk, and separated from it by Hampton roads. Shortly afterwards, the British attack and carry Hampton.

1813. June. main body, consisting of the royal marine-battalion under lieutenant-colonel Williams, landed; and the whole moved forward. As might be expected, the town, and its seven pieces of cannon, fell into the hands of the British, after a trifling loss of five killed, 33 wounded, and 10 missing. The Americans admit a loss of seven killed, 12 wounded, 11 missing, and one prisoner.

Atrocities committed by the invaders at Hampton.

A subject next presents itself for relation, upon which it is painful to proceed. As soon as the Americans were defeated, and driven from Hampton, the british troops, or rather, the foreign troops, for they were the principals, forming part of the advanced force, commenced perpetrating upon the defenceless inhabitants acts of rapine and violence, which unpitying custom has, in some degree, rendered inseparable from places that have been carried by storm; but which are as revolting to human nature, as they are disgraceful to the flag that would sanction them. The instant these circumstances of atrocity reached the ears of the british commanding officer, orders were given to search for, and bring in, all the canadian chasseurs distributed through the town; and, when they were so brought in, a guard was set over them. The officers could do no more: they could not be at every man's elbow, as he roamed through the country in search of plunder; and plunder the soldier claims as a right, and will have, when the enemy has compelled him to force his way at the point of the bayonet.

Greatly exaggerated by the american democratic writers.

No event of the war was so greeted by the government editors, as the affair at Hampton. All the hireling pens in the United States were put in requisition, until tale followed tale, each outdoing the last in horror. The language of the brothel was exhausted, and that of Billingsgate surpassed, to invent sufferings for the american women, and terms of reproach for their "british" ravishers. Instances were not only magnified, but multiplied, tenfold; until the whole republic rang with peals of execra-

1813. July.

tion against the british character and nation. A few of the boldest of the anti-government party stood up to undeceive the public; but the voice of reason was drowned in the general clamour, and it became as dangerous, as it was useless, to attempt to gain a hearing. The "George-town Federal-Republican," of July 7, a newspaper published just at the verge of Washington city, and whose editor possessed the happy privilege of remaining untainted amidst a corrupted atmosphere, contained the following account: "The statement of the women of Hampton being violated by the British, turns out to be false. A correspondence, upon that subject and the pillage said to have been committed there, has taken place between general Taylor and admiral Warren. Some plunder appears to have been committed, but it was confined to the french troops employed. Admiral Warren complains, on his part, of the Americans, having continued to fire upon the struggling crews of the barges, after they were sunk."

Remarks on the subject by a federal editor.

On the 11th of July sir John Warren detached rear-admiral Cockburn, with the Sceptre 74, into which ship he had now shifted his flag, the Romulus, Fox, and Nemesis, frigates armed en flûte, the Conflict gun-brig, and Highflyer and Cockchafer tenders, having on board the 103d regiment, of about 500 rank and file, and a small detachment of artillery, to Ocracoke harbour, on the North-Carolina coast, for the purpose of putting an end to the commerce carried on from that port by means of inland navigation, and of destroying any vessels that might be found there. During the night of the 12th, the squadron arrived off Ocracoke bar; and, at 2 A. M. on the 13th, the troops were embarked in their boats; which, accompanied by the Conflict and tenders, pulled in three divisions towards the shore. Owing to the great distance and heavy swell, the advance division, commanded by lieutenant Westphal, first of the Sceptre, did not reach the shoal-point of the harbour, behind which two large armed

Rear-adm. Cockburn attacks Ocracoke.

1813. July. vessels were seen at anchor, until considerably after daylight: consequently, the enemy was fully prepared for resistance.

Boats under lieut. Westphal capture two large armed vessels.

The instant the british boats doubled the point, they were fired upon by the two vessels; but lieutenant Westphal, under cover of some rockets, pulled directly for them, and had just got to the brig's bows, when her crew cut the cables and abandoned her. The schooner's colours were hauled down by her crew about the same time. The latter vessel proved to be the Atlas letter of marque, of Philadelphia, mounting 10 guns, and measuring 240 tons; the former, the Anaconda letter of marque, of New-York, mounting 18 long 9-pounders, and measuring 387 tons. In the course of the morning the troops were landed, and took possession of Ocracoke and the town of Portsmouth, without the slightest opposition. The inhabitants behaved with civility, and their property, in consequence, was not molested. After remaining on shore for two days, rear-admiral Cockburn, with the troops and seamen, reembarked without loss or molestation. Not, as it would appear, because he had performed the service intrusted to him, but, on account of his "not feeling himself competent to the attack on Newburn, now that its citizens were preparing to receive him." No sooner had the british soldiers and seamen departed, than the american militia flocked to the post; thus presenting us with a new system of military defence. Both the prizes were afterwards added to the british navy, the Anaconda, by her own name, as an 18-gun brig-sloop, and the Atlas, by the name of St.-Lawrence, as a 14-gun schooner.

Contest and Mohawk chase two american gun-boats

On the 11th of July, at 9 A. M., the two United States' gun-vessels Scorpion and Asp got under way from Yeocomico river, but soon afterwards were chased back by the british brig-sloops Contest, captain James Rattray, and Mohawk, captain the honourable Henry Dilkes Byng. The two brigs then came to anchor off the bar; and, seeing that one of

the two enemy's vessels, a schooner, was considerably in the rear of her consort, captain Rattray despatched in pursuit of her the cutter of each brig, under the orders of lieutenant Roger Carley Curry, assisted by lieutenant William Hutchinson, and by midshipmen George Morey, —— Bradford, and Caleb Evans Tozer. 1813, July, into Yeocomico river.

Lieutenant Curry pushed up the narrow inlet of Yeocomico, and, when about four miles from the entrance, found the american schooner, which was the Asp, of one long 18-pounder, two 18-pounder carronades and swivels, hauled up close to the beach, under the protection of a large body of militia. The british boats, however, persevered in their attack, and after a smart struggle, in which they had two men killed and lieutenant Curry and five men wounded, carried the vessel. The american commanding officer, lieutenant Segourney was killed, and nine out of his 25 in crew were either killed or wounded. The British set fire to the Asp, but not effectually, as the Americans afterwards extinguished the flames and preserved the vessel. Boats under lieut. Curry attack and capture Asp.

In the month of July captain Sanders, with his frigate the Junon, and the ship-sloop Martin, captain Humphrey Fleming Senhouse, of 16 carronades, 24-pounders, and two long nines, was stationed in Delaware bay. On the 29th, about 8 A. M., the Martin grounded on the outer ridge of Crow's shoal, within two and a half miles from the beach; and, it being a falling tide, could not be floated again before the return of flood. The water ran so shoal, that it became necessary to shore the ship up; and the same cause prevented the Junon from afterwards anchoring nearer to the Martin than a mile and three quarters. This afforded to the flotilla of american gun-boats and block-vessels then in the Delaware, a fine opportunity to destroy the british sloop. They accordingly, 10 in number, advanced, and deliberately took up an anchorage about a mile and three quarters distant, directly on Martin gets on shore in the Delaware.

1813. July. the Martin's beam, on the opposite side to the Junon, and so as to bring the latter in a line with the sloop. Thus, by anchoring at the distance of three miles from the frigate, which, it was well known, could not approach nearer on account of the shoals, the american gun-boats had no force but the Martin's to contend with.

It attacked by 10 american gun-boats.

All this while, crowds of citizens, on foot, on horseback, and in carriages, were hastening to the beach, in the hope to see verified, in the speedy destruction of the Martin, the wonderful accounts they had heard of american prowess on the ocean. The Martin got her topgallantmasts struck, and her sails furled; and, although he despaired of saving his ship from so formidable a force, captain Senhouse resolved to defend her to the last extremity. The gun-boats commenced the fire, and the Martin returned it, at first with her carronades; but, finding they could not reach, captain Senhouse had the two 9-pounders transported from their ports, one to the topgallant forecastle, the other to the poop. Between these two guns, and all the guns of the american flotilla, was the fire maintained for nearly two hours, without the slightest injury to the Martin. At about 2 P. M. the sternmost gun-boat in the line having separated a little from the rest, captain Sanders made the signal for the boats manned and armed. Accordingly, three boats were despatched from the Martin, containing 40 officers and men, and four from the Junon, containing 100 officers and men, the whole under the orders of the Junon's first lieutenant Philip Westphal. On the approach of the boats, the gun-vessels turned their fire from the Martin against them, but at too great a distance to be effective. The single gun-boat, which was the principal object of attack, kept up a spirited fire, but was quickly boarded and overpowered. The british boats, in this affair, lost three killed and mortally wounded, and four slightly wounded; the gun-boat, seven wounded. The last discharge from

Boats of Junon and Martin capture one of the gun-boats.

the gun, mounted on board the gun-boat, broke its carriage. That prevented the British from returning the fire of the remaining gun-boats, which had dropped down in line, hoping to retake the prize; but which the captors towed off in triumph. As, in their attempt to save their companion, the gun-boats passed the bow of the Martin, the sloop fired upon them with effect; and the Junon opened her fire, but her shot scarcely fell beyond the Martin. 1813, July.

Some of the gun-boats having grounded, the remainder anchored for their mutual protection. The tide had drifted the ship's boats, as well as the captured vessel, to a considerable distance. The gun-boats that had grounded got off, and the whole, as if to renew the attack upon the change of tide, anchored within two miles and a half of the Martin, now weakened by the absence of 40 of her best hands. However, at 5 P. M., to the surprise of the Martin's officers and crew; and, as it afterwards appeared, to the extreme mortification of the spectators on shore, this formidable flotilla weighed and beat up, between the Martin and the shore, without further molesting her, and arrived in safety, soon afterwards, at their station near the mouth of the river. Remainder of american flotilla retire from the action.

The force, that attacked the Martin, consisted of eight gun-boats and two block-vessels. The latter were sloops of 100 tons each, which had been coasters. Their sides had been raised, heavy beams laid across, and the whole planked in, on the top, on each side, and at the ends; leaving only loopholes for musketry, (through which pikes might be used in repelling boarders,) and three ports of a side: in these were mounted six long 18-pounders. The covering extended the whole length of the vessel, and was large enough to contain 60 men, the number stated as the complement of each. The gun-boats were sloop-rigged vessels, averaging about 95 tons, and mounted each a long 32, and a 4 pounder on traversing carriages, with a complement of 35 men, the exact number found on board the prize. Force that attacked the Martin

1813. May. Each gun-boat and block-vessel was commanded by an experienced merchant-master; and the whole flotilla by master-commandant Samuel Angus, of the United-States' navy.

Commodore Decatur sails from New-York.

On the 24th of May the frigate United-States, still commanded by commodore Decatur, accompanied by the 18-pounder 36-gun frigate Macedonian, captain Jacob Jones, and 18-gun ship-sloop Hornet, captain James Biddle, all provisioned and stored for a cruise in the East Indies, quitted the harbour of New-York through Long-island Sound, the Sandy-Hook passage being blockaded by a british force. Having found in his ship a disposition to *hog*, commodore Decatur had put on shore six of his carronades; thus reducing the force of the United-States from 54 to 48 guns. It was, however, asserted, and, we believe, stated in the New-York papers, that the commodore had taken on board eight medium or columbiad 32-pounders, and sent an equal number of 24-pounders from his four 'midship ports on each side to the Macedonian; and that, of the latter's eight long 18-pounders removed to make room for the 24s, two were mounted on board the Hornet in lieu of her 12-pounders.

Just as the United-States, towards evening, arrived abreast of Hunt's point, her mainmast was struck by lightning. The electric fluid tore away the commodore's broad pendant and cast it upon the deck: it then passed down the after-hatchway, through the wardroom into the doctor's cabin, put out his candle and tore up his bed, and, entering between the skin and ceiling of the ship, ripped off two or three sheets of copper just at the water's edge. No further trace of it could be discovered. The Macedonian, who was about 100 yards astern of the United-States, on seeing what had happened, hove all aback, to save herself from the justly dreaded explosion of the latter. Fortunately, not a man was hurt on the occasion. Commodore Decatur soon afterwards anchored under Fisher's island, near

Anchors off Fisher's island.

the entrance of New-London river, to be ready for a start the first opportunity. 1813.

June. Weighs and is chased back by Valiant and Acasta.

On the 1st of June, very early in the morning, the american squadron got under way and stood out to sea; but at 9 A. M., just as they were clearing the Sound, the ships were discovered by the british 74-gun ship Valiant, captain Robert Dudley Oliver, and 18-pounder 40-gun frigate Acasta, captain Alexander Robert Kerr. The two british ships gave chase, and the three american ships put back; both parties hauling to the wind under all sail. At about 1 h. 30 m. P. M. the american squadron bore up for New-London; and the United-States and Hornet, being too deep for their trim, started their water and threw overboard a part of their provisions. At 2 h. 15 m. P. M., being far ahead of the Valiant, and just within gun-shot of the United-States, the Acasta fired a bow-chaser at the latter, just as the Macedonian was rounding New-London lighthouse. The United-States returned the shot with one from her stem. Instead, however, of bringing to and trying to cut off the british frigate from her consort, as many of the spectators on shore expected to see done, commodore Decatur stood on, and anchored with his squadron in the river. Having shortened sail, the Acasta hauled to the wind, and tacked, and soon afterwards, along with the Valiant, anchored off Gardner's island, distant about 12 miles from New-London.

American squadron anchors in New-London, and captain Oliver off Gardner's Island.

Having no persons on board acquainted with the navigation of the Sound, the british ships, particularly the 74, chased with much less effect than they otherwise would. It was not, of course, known to captain Oliver, that he might even have followed the american squadron into New-London; and that, had the United-States and her companions ascended the river beyond his reach, he might, with very little risk, there being no battery of any consequence, have placed the Valiant and Acasta against the

Practicability of destroying american ships in the river.

1813. June. town, and blown the houses about the ears of the inhabitants, if they refused to deliver up the ships.

American version of the business.

For several weeks previous to this event, the New-York and Boston papers had been filled with panegyrics on their "naval heroes," whose valour they depicted as impetuous, amounting almost to rashness. Some of the papers, as if a little ashamed of what they had said, now added "a rasée" to the two british ships, and gave that as a reason that the american commodore suffered his squadron to be chased into New-London.

Two New-York merchants fit out an explosion vessel to destroy Ramillies.

In a week or two afterwards two merchants of New-York, encouraged by a promise of reward from the american government, formed a plan for destroying the british 74-gun ship Ramillies, captain sir Thomas Masterman Hardy, as she lay at anchor off Fisher's island. A schooner named the Eagle was laden with several casks of gunpowder, having trains leading from a species of gunlock, which, upon the principle of clockwork, went off at a given period after it had been set. Above the casks of powder, and in full view at the hatchway, were some casks of flour, it being known at New-York that the Ramillies was short of provisions, and naturally supposed that captain Hardy would immediately order the vessel alongside, in order to get the ship's wants supplied.

Schooner sails and is taken by one of her boats.

Thus murderously laden, the schooner sailed from New-York and stood up the Sound. On the 25th, in the morning, the Eagle approached New-London, as if intending to enter that river. The Ramillies detached a boat, with 13 men under lieutenant John Geddes, to cut her off. At 11 A. M. lieutenant Geddes boarded the schooner, and found that the crew, after having let go her only anchor, had abandoned their vessel and fled to the shore. The lieutenant brought the fatal prize near to the Ramillies, and sir Thomas ordered him to place the vessel alongside of a trading sloop, which had been

recently captured and lay a short distance off. The lieutenant did as he was ordered; and at 2 h. 30 m. P. M., while he and his men were in the act of securing her, the schooner blew up with a tremendous explosion. The poor lieutenant, and 10 of the fine fellows who were with him, perished; and the remaining three men escaped only with being shockingly scorched. 1813. Explodes and kills a lieut. and 10 men.

We shall not trust ourselves to comment upon this most atrocious proceeding. In the following remarks on the subject by a contemporary, we perfectly concur: "A quantity of arsenic among the food would have been so perfectly compatible with the rest of the contrivance, that we wonder it was not resorted to. Should actions like these receive the sanction of governments, the science of war, and the laws of nations, will degenerate into the barbarity of the Algerines; and murder and pillage will take place of kindness and humanity to our enemies."* Remarks on the subject

The northern frontier of the United States, as is almost too well known to need repetition, bounds on the british provinces of Upper and Lower Canada. The line, or barrier, as far as we need take notice of it, consists of a rapid river, the St.-Lawrence, and the navigable lakes Ontario, Erie, and Huron. From Quebec to Kingston, which stands at the entrance of Lake Ontario, the distance is about 180 miles, but the water communication is interrupted by shoals and rapids. Lake Ontario is about 180 miles long and 50 broad, and is navigable for ships of any burden. The strait of Niagara, in length about 36 miles, but interrupted at one part by its famous falls, connects Ontario with Lake Erie; which is about 220 miles in length, and about 40 broad, and is also navigable for large ships. Of Lake Huron, it will suffice to say, that it is connected with Erie by the river Detroit; on which river stands the british post of Amherstburgh, distant just 800 miles from Quebec. Some account of the boundary between the United States and British provinces.

* Brenton, vol. v. p. 120.

1813. July. Military and naval forces in the Canadas.

The regular force, scattered over the Canadas at the breaking out of the war, consisted of between 4000 and 5000 men, chiefly fencible and veteran or invalid troops. The british commander in chief was lieutenant-general sir George Prevost. Ontario was the only lake that contained any armed vessels belonging to the British. These consisted of the Royal-George, a ship of 340 tons, mounting 20 guns, a brig of 14 guns, and two or three smaller vessels; all manned by Canadians, and commanded by a provincial officer, named Earle. The force of the Americans on this lake, at the commencement of the war, consisted of only one solitary brig, the Oneida, of 16 guns, commanded by lieutenant Melancthon Thomas Woolsey, of the national navy. The principal port of the British was Kingston; that of the Americans, Sackett's-Harbour.

Incompetency of the british naval commander on Lake Ontario.

On the 15th of July, 1812. commodore Earle, with his squadron, appeared off Sackett's-Harbour, with the avowed intention of taking or destroying the Oneida; but a fire from two or three guns, mounted on a point of land near the harbour's mouth, was sufficient to deter the canadian (we will not call him british) commodore from attempting that, with his five vessels, which the Royal-George alone, well manned and appointed, might easily have accomplished. Emboldened by the dastardly behaviour of his opponent, lieutenant Woolsey fitted out a captured british merchant schooner with one long 32-pounder and two sixes; and, manning her with about 30 seamen and a company of riflemen to act as marines, sent her, under the command of lieutenant Henry Wells, to Ogdensburg, on the St.-Lawrence. On her way thither, the Julia encountered, and actually beat off without losing a man, the Moira of 14, and the Gloucester of 10 guns.

Apathy of sir George Prevost

Notwithstanding the glaring incompeteney of Earle, sir George Prevost neither removed nor censured him. About this time the british 20-gun ship

Tartarus, captain John Pasco, arrived at Quebec from Halifax; and, had the governor-general of British America but given his sanction to the measure, the captain would have laid his ship up, and, with his officers and men, have proceeded straight to Kingston, and superseded Earle in the command of the squadron. Instead of this, an attempt was made to hire sailors at Quebec, at one half of the wages which the merchants were giving; as if sailors could be of any use, without an officer capable, or willing, (for, we believe, Earle, as well as sir George, was born on the wrong side of the boundary line,) to lead them against the enemy. 1813, Oct.

In the month of October, 1812, commodore Isaac Chauncey arrived at Sackett's-Harbour, as commander in chief; and, having brought with him a number of officers, and between 400 and 500 prime sailors, from the atlantic frontier, was enabled, by the 6th of November, to appear on the lake with the Oneida and six fine schooners, mounting altogether 48 guns, including several long 24 and 32 pounders; and many of the guns, being mounted on pivot or traversing carriages, were as effective as double the number. With this comparatively formidable force, commodore Chauncey chased the Royal-George into Kingston, cannonaded the town and batteries, and possessed the entire command of the lake. On the 26th of November the Madison, a fine ship of 600 tons, pierced to carry 24 guns on a flush deck, was launched at Sackett's-Harbour; and, as soon as she was fitted, the commodore shifted his broad pendant to her. Soon afterwards sir George Prevost ordered two ships of war to be built, to mount 24 guns each; one at Kingston, the other at York, an unprotected port at the opposite extremity of the lake. Commodore Chauncey takes command on Lake Ontario

On Lake Erie, while the Americans possessed only one armed vessel, the Adams, a small brig mounting six 6-pounders, the british colonial authorities, by hiring or purchasing some merchant vessels and arming them, had assembled a force, British and American forces on Lake Erie.

1813. consisting of one ship of 280 tons, the Queen-Charlotte, mounting 16 light carronades, a brig of 10 guns, a schooner of 12, and three smaller vessels, mounting between them seven guns. These six vessels were manned by 108 Canadians, and subsequently by 160 soldiers in addition. On the 16th of July, at the surrender of Detroit, the Adams fell into the hands of the British, and was afterwards named the Detroit, and sent down the lake, manned by a small canadian crew. Early in the month of October, 1812, the american government sent lieutenant Jesse D. Elliot, and between 50 and 60 petty-officers and seamen, to superintend the construction of some schooners at Black-Rock. On the 9th lieutenant Elliot, with the whole of his seamen and about 50 soldiers, boarded and carried the Detroit, and a merchant brig, the Caledonia, of one or two swivels, in her company. The former the Americans were afterwards obliged to burn, to save her from falling into the hands of a detachment of soldiers from Fort Erie; but the Caledonia and her valuable cargo, they carried safe to Black-Rock.

Capture from the British of the Detroit and Caledonia.

Commodore Chauncey makes a successful attack on York, &c.

On the 25th of April, 1813, having received a reinforcement of seamen, commodore Chauncey sailed from Sackett's-Harbour with his fleet, now augmented to 10 vessels, on board of which was a body of troops under general Dearborn, to attack the port of York, and destroy the ship of war there building. The Americans landed and drove away the few british troops at the post; but, previously to their retreat, the latter saved the Americans the trouble of burning the ship on the stocks, by destroying her themselves. Commodore Chauncey took away a considerable quantity of naval stores and a small unserviceable 10-gun brig, the Gloucester, and returned to Sackett's-Harbour in triumph.

Arrival of sir James Yeo, officers &c.

On the 6th of May the british troop-ship Woolwich, captain Thomas Ball Sullivan, arrived at Quebec from Spithead, having on board captain sir James Lucas Yeo, four commanders of the navy, eight lieutenants, 24 midshipmen, and about 450

picked seamen, sent out by government expressly for service on the Canada lakes. Such was the zeal of the officers and men to get to the scene of action, that they departed, the same evening, in schooners for Montreal. In four or five days they reached Kingston; and, although the number of seamen was not half enough to man the vessels in the harbour, now augmented by the 24-gun ship Wolfe, launched on the 5th or 6th of May, sir James Yeo, with the aid of the provincial sailors already on the lake, and of a few companies of soldiers, was ready, by the end of the month, to put to sea with two ships, one brig, and three schooners, besides a few small gun-boats. 1813. May.

Sir George Prevost now allowed himself to be persuaded to embark 750 troops on board the squadron, for the purpose of making an attack upon Sackett's-Harbour; but, to mar the successful issue of the plan, he resolved to head the troops himself. On the 27th of May, when an excellent opportunity was afforded by the absence of the american squadron at the opposite end of the lake, the british squadron, in high glee, sailed from Kingston, and with a fair wind stood across to the enemy's dépôt. At noon the squadron arrived off Sackett's-Harbour, and lay to, with every thing in readiness for the troops to disembark. Sir George hesitated, looked at the place, mistook trees for troops, and block-houses for batteries, and ordered the expedition to put back. He embarks troops and sails to attack Sackett's-Harbour.

Just as the ships had turned their heads towards Kingston, and, with the wind now changed, were beginning to sail before it, about 50 Indians brought off a party of american soldiers from the shore near Sackett's-Harbour. Encouraged by this, sir George permitted the squadron to begin working its way back to the american port. On the morning of the 29th some of the lighter vessels got close to the shore, and the troops were landed. They drove the Americans like sheep, compelled them to set fire to Disgraceful behaviour of sir George Prevost and abandonment of the enterprise.

1813. May. the General-Pike, a new frigate on the stocks, the Gloucester, captured at York, and a barrack containing, among other valuable articles, all the naval stores taken on the same occasion. At this moment some resistance unexpectedly made at a log barrack caused the british commander in chief to sound a retreat. The indignant, the victorious, officers and men were obliged to obey the fatal bugle, and the British retired to their vessels; and the Americans, as soon as they could credit their senses, hastened to stop the conflagration. The General-Pike, being built of green wood, was saved; but the Gloucester, and the barrack containing the stores, were entirely consumed.

The letter he caused to be written on the subject

That sir George Prevost was as fond of writing official letters, as he was of substituting the first personal pronoun for the third, has already appeared in these pages;* but, in the present instance, contrary to all precedent, he required his adjutant-general, colonel Edward Baynes, to pen the despatch. That obedient gentleman did so; and the european public scarcely knows at this hour, through whose fault it was, that Sackett's-Harbour was not taken from the Americans in May, 1813. The canadian public, besides being in the secret, were less surprised at the result of the enterprise; because they knew that sir George, a few months before, had rejected an excellent opportunity of marching across the ice to Sackett's-Harbour, and destroying the whole american lake-navy at a blow.

Sir James Yeo attacks an american encampment, expels troops,

On the 3d of June sir James Yeo sailed from Kingston with his squadron, composed of the ship Wolfe, of 23 guns and 200 men, ship Royal-George, of 21 guns and 175 men, brig Melville, of 14 guns and 100 men, schooners, Moira, of 14 guns and 92 men, Sidney-Smith, of 12 guns and 80 men, and Beresford, of eight guns and 70 men, together with a few gun-boats. On the 8th, at daylight, the

* See vol. v. p. 302.

squadron arrived in sight of the american camp at Forty-mile creek; but, as it was calm, the only vessels that could get close to the shore were the Beresford, captain Francis Brockell Spilsbury, and the gun-boats, commanded by lieutenant Charles Anthony, first of the Wolfe. A spirited attack by the schooner and gun-boats compelled the american troops to make a precipitate retreat, and all their camp equipage, provisions, and stores fell into the hands of the British. Sir James then landed the troops that were on board his squadron, and steered to the westward. On the 13th he captured two american schooners and some boats containing supplies. Receiving information from the prisoners, that there was a dépôt of provisions at Genessee river, sir James proceeded thither; and, landing some seamen and marines, brought off the whole. On the 19th he took another supply of provisions from Great Sodus, and on the 29th reanchored in Kingston. 1813. June. takes off Stores, &c.

All this while commodore Chauncey was waiting at Sackett's-Harbour for the General-Pike to be got ready for sea. At length, towards the latter end of July, that fine ship was armed, manned, and stored. The Pike alone was nearly a match for the whole of sir James Yeo's squadron: she measured about 850 tons, and mounted 26 long 24-pounders on a flush deck, another 24-pounder on a pivot-carriage upon her forecastle, and a second, similarly mounted, upon her quarterdeck; and her crew, including some soldiers serving as marines, amounted to 400 men. With this ship, the Madison, Oneida, and 11 fine schooners, commodore Chauncey sailed from Sackett's-Harbour for the head of the lake. On the 8th of August, in the morning, while the american fleet lay at anchor off Fort Niagara, the british squadron hove in sight; and, that a better opinion may be formed of the situation of the parties, we will state the force of each. The British had six vessels, mounting 92 guns; of which, two were long 24-pounders, 13, long 18-pounders, five, long 12 and 9 pounders, and 72, Commodore Chauncey sails from Sackett's-Harbour.

1813. June. Relative force of his fleet and that under sir James Yeo.

carronades of different calibers, including six 68-pounders; and the vessels were manned with 717 officers and men. The Americans, by their own admission, had 14 vessels, armed, also by their admission, with 114 guns; of which, seven were long 32-pounders, 32, long 24-pounders, eight, long 18-pounders, 19, long 12 and 9 pounders, and 48, carronades, 40 of which were 32 and 24 pounders. Nearly one fourth of the long guns and carronades were on pivot-carriages, and were consequently as effective in broadside as twice the number. The 14 american vessels, thus armed, were manned with 1193 officers and men.

A slight skirmish and the capture of two american schooners by sir James.

Commodore Chauncey immediately got under way, and stood out, with his 14 vessels, formed in line of battle; but, as the six british vessels approached, the american vessels, after discharging their broadsides, wore and stood under their batteries. Light airs and calms prevented sir James Yeo from closing; and during the night, in a heavy squall, two of the american schooners, the Hamilton and Scourge, upset, and their crews unfortunately perished. On the 9th the two parties were again in sight of each other, and continued manœuvring during that and the succeeding day. On the 10th, at night, a fine breeze sprang up, and sir James Yeo immediately took advantage of it, by bearing up to attack his powerful opponent; but, just as the Wolfe got within gun-shot of the Pike and Madison, these two powerful american ships bore up, fired their stern-chase guns, and made sail for Niagara; leaving two fine schooners, the Julia and Growler, each armed with one long 32 and one long 12 pounder on pivots, and manned with a crew of 40 men, to be captured without an effort to save them. With his two prizes, and without the loss of a man, and with no greater injury to his ships than a few cut ropes and torn sails, sir James Yeo returned to Kingston.

The "United States' Gazette," of September 6, gave a letter from one of the General-Pike's officers.

1813. June. An american official account of the engagement.

The writer, having previously stated the american force at two ships, one brig, and 11 schooners, says: "On the 10th, at midnight, we came within gun-shot, every one in high spirits. The schooners commenced the action with their long guns, which did great execution. At half past 12, the commodore fired his broadside, and gave three cheers, which was returned from the other ships, the enemy closing fast. We lay by for our opponent, the orders having been given, not to fire until she came within pistol-shot, though the enemy kept up a constant fire. Every gun was pointed, every match ready in hand, and the red british ensign plainly to be descried by the light of the moon; when, to our utter astonishment, the commodore wore, and stood S.E., leaving sir James Lucas Yeo to exult in the capture of two schooners, and in our retreat; which was certainly a very fortunate one for him." No wonder, an order soon afterwards issued from Washington, that no officer should write, with the intention of publication, accounts of the operations of the fleet and army. Sir James could not have had his assertions more ably supported, than they were by the Pike's officer. The latter was mistaken, however, as to any "execution" having been done by the american squadron. The captured schooners of course made no resistance; although the american editors trumped up a story about their desperate defence; how they tore and ripped up the enemy, &c.

Two other 'chases' by commodore Chauncey.

The Pike's officer has described two other "chases;" differing chiefly from the last, in no loss having been suffered, or even shot fired. He says: "We proceeded directly for Sackett's-Harbour; where we victualled; and put to sea, the next day after our arrival, August 14. On the 16th, we discovered the enemy again, again hurried to quarters; again got clear of the enemy by dint of carrying sail, and returned to Sackett's-Harbour. On the 18th we again fell in with the enemy steering for Kingston, and we reached the harbour on the 19th. This is the result

1813. Sept. of two cruises; the first of which, by proper guidance, might have decided in our favour the superiority on the lake, and consequently in Canada." This is what many of the american editors called, "chasing the british commander all round the lake." Commodore Chauncey, although he had lost four of his 14 vessels, appeared in September with 11 sail; having brought out with him, the schooner Elizabeth, of about the same force as the Growler or Julia, and the new schooner Sylph, mounting, at that time, four long 32-pounders upon pivot-carriages, and four long sixes. This schooner was described by the Americans as upwards of 400 tons. She was afterwards converted into a brig.

A second skirmish between the two commodores.

On the 11th of September, while the british squadron lay becalmed off Genessee river, the american fleet of 11 sail, by the aid of a partial wind, succeeded in getting within range of their long 24 and 32 pounders; and during five hours cannonaded the British, who did not fire a carronade, and had only six guns in all the squadron that could reach the enemy. At sunset a breeze sprang up from the westward, when sir James steered for the american fleet; but the american commodore avoided a close meeting, and thus the affair ended. It was so far unfortunate for sir James Yeo, that he had a midshipman (William Ellery) and three seamen killed and seven wounded. In his official letter on the subject of this action, commodore Chauncey most uncandidly says: "I was much disappointed that sir James refused to fight me, as he was so much superior in point of force, both in guns and men, having upwards of 20 guns more than we have, and heaves a greater weight of shot."

A third partial engagement.

Another partial engagement took place on the 28th of September. Commodore Chauncey, having the weathergage, kept his favourite distance, and one of his shot carried away the Wolfe's main topmast; which, in its fall, brought down the mizen topmast and cross-jack yard. It was this, and not, as

Mr. Clark says, "a manœuvre of the commodore's," that "threw the British in confusion." Even with this great advantage, commodore Chauncey would not venture within carronade-range. Mr. Clark, in describing this action, speaks of the british "frigate" Wolfe; upon which he had previously mounted "36 guns." Only two shot from the Americans did any material damage; the one already mentioned, and another that struck the Royal-George's fore topmast, which fell, upon her anchoring. Mr. Clark says: "Prudence forbad any further pursuit on the part of the Americans;" and the editor of the "History of the War" another american publication, adds: "The commodore was obliged to give up the chase; his ship was making water so fast, that it required all his pumps to keep her clear, and others of his vessels were much damaged. The General-Pike suffered a considerable loss of men; among whom were 22 killed or wounded, by the bursting of a gun." Other american accounts stated the commodore's loss in men, at upwards of 60 killed and wounded. It was therefore the damages and loss sustained by the american squadron, and not the "british batteries on Burlington heights," upon which not a musket was mounted, that "obliged the commodore to give up the *chase*." The effect produced by sir James's few long guns gave a specimen of what his carronades would have done, had his opponent allowed them to be used. 1813. May.

In the month of May, 1813, captain Robert Heriot Barclay was appointed to the command of the british flotilla on this lake; an appointment which had been declined by captain William Howe Mulcaster, another of sir James Yeo's commanders, on account of the exceedingly bad equipment of the vessels. These, owing to the loss of one of them, now consisted of five; and they were not equal in tonnage or force to a british 20-gun ship. With a lieutenant, and 19 rejected seamen of the Ontario squadron, captain Barclay, towards the middle of June, joined his Arrival of capt. Barclay to take the command on Lake Erie.

1813. enviable command; and, with the aid of the seamen he had brought, a ship was forthwith laid down at Amherstburgh, intended to be of 305 tons, and to mount as many as 18 guns.

Americans increase their force on this lake.

Since the latter end of March captain Oliver Hazard Perry, of the United States' navy, had arrived at the port of Erie, with a numerous supply of officers and seamen, to equip a flotilla; and, by the time captain Barclay arrived, the american force consisted of one brig, the Caledonia, six fine schooners, and one sloop, mounting 15 heavy long guns, all on traversing carriages. Two brigs, of about 460 tons each, to mount 18 carronades, 32-pounders, and two long twelves, had also been laid down at Presqu'isle, and were in a state of some forwardness. The destruction of these vessels on the stocks would have enabled the British to maintain the ascendancy on the lake, and would have averted the fatal blow that was afterwards struck in this quarter. Colonel Proctor, the british commanding officer at Amherstburgh, saw this; as well as the facility with which the thing might be done, if sir George Prevost would send him the long promised supply of troops, and about 100 sailors. He wrote letter after letter to sir George on the subject, but all in vain. The latter, when he had exhausted his excuses, became petulant and rude. The two american brigs were launched; and, although they had to pass a bar, with their guns and stores out, and almost on their beam-ends, the Niagara and Lawrence, by the beginning of August, were riding on the lake, in readiness for action.

Difficulty of equipping british ships on Lake Erie.

By the latter end of August the Detroit, as the new ship was named, was launched; and the next difficulty was to get guns for her. For this, the fort of Amherstburgh was stripped, and 19, of four different calibers, were obtained. It will convey some idea of the expense of hastily fitting vessels at this distance from home, to mention, that every round shot cost one shilling a pound for the carriage from

Quebec to Lake Erie, that powder was ten times as dear as at home, and that, for anchors, their weight in silver would be scarcely an over-estimate. But, were the Americans on this lake any better off? In five days an express reaches Washington. It would, under the most favourable circumstances as to weather and despatch in office, take as many months to get an article ordered from England, or even permission to stir a peg out of the common routine of service. The american vessels were therefore completely at home, while the british vessels were upwards of 3500 miles from home; penned up in a lake on the enemy's borders, inaccessible by water, and to which the land-carriage, for heavy articles, ordnance and naval stores especially, was most difficult and tedious. 1813. Sept.

Early in September, captain Barclay received a draught of seamen from the Dover troop-ship; and many of these would have scarcely rated as "ordinaries" on board the regular ships of war. He had now 50 british seamen to distribute among two ships, two schooners, a brig, and a sloop, armed altogether with 63 carriage-guns. It must have been the incredibility of this, that induced some of the british journals, in their account of the proceedings on this lake, to state "150," instead of 50 seamen. It is asserted, on the express authority of captain Barclay himself, that no more than 50 seamen were at any time on board the Lake Erie flotilla; the complements having been made up by canadian peasants and soldiers, men that, without disparagement to either, were sorry substitutes for british sailors. On the other hand, the ships of the Americans, as their newspapers informed us, were equipped in the most complete manner; and through the same channel we learned, that large draughts of seamen had repeatedly marched to Lake Erie from the sea-board. The best of riflemen were to be obtained on the spot. What else was required, to render the american

Scarcity of british seamen on board flotilla.

1813. Sept. ships in these waters quite as effective as the best appointed ships on the ocean?

Capt. Barclay is forced to sail out to meet captain Perry.

On the 9th of September captain Barclay was lying, with his little squadron, in the port of Amherstburgh, anxiously waiting the arrival of a promised supply of seamen. Almost surrounded by hostile shores, his people on half-allowance of food, not another day's flour in store, a large body of Indians, whose friendship would cease, with the least abridgement in their accustomed supply, close in his rear; alike hopeless of succour and of retreat, what was captain Barclay to do? Impelled by dread of famine, and, not improbably, of indian treachery too, he sailed out in the evening, to risk a battle with an enemy's fleet, whose force he knew was nearly double his own.

Force of the two squadrons.

The following statement will place the fact of superiority beyond a doubt:

BRITISH.			AMERICANS.		
Long guns.	No.	No.	Long guns.	No.	No.
24 pdrs.	2		32 pdrs. all on pivots	3	
18 „ on pivot ..	1		24 „ ditto	4	
12 „ 2 on pivots	8		12 „ 4 ditto	8	
9 „ ditto	12				
6 „	8				
4 „	2				
2 „	2				
	—	35		—	15
Carronades.			Carronades.		
24 „	15		32 „ 2 ditto	38	
18 „	1		24 „ ditto	1	
12 „	12				
	—	28		—	39
Total....		63	.....		54
Half of guns not on pivots		29	.....		20
Pivot guns		5	.....		14
Broadside-guns .... { No.		34	.....		34
Broadside-guns .... { lbs.		459	.....		928

But this is supposing, that the two squadrons were fitted in an equal manner; whereas, however incre-

dible it may appear, before they could fire a single great gun on board the Detroit, the men were obliged to discharge a pistol at the touch-hole! By adding 80 Canadians, and 240 soldiers from the Newfoundland and 41st regiments, to the 50 british seamen, the crew of commodore Barclay's squadron is made to amount to 345; whereas commodore Perry had picked crews to all his vessels, particularly on board the Lawrence and her sister-brig, and his total of men amounted to at least 580. 1813. Sept. Strong instance of bad state of equipment of british vessels.

On the 10th, soon after daylight, commodore Barclay discovered the american squadron at anchor in Put-in bay, and immediately bore up, with the wind from the south-west, to bring the enemy to action. Commodore Perry immediately got under way to meet the British; who, at 10 A. M., by a sudden shift of wind to south-east, were thrown to-leeward of their opponents. Commodore Barclay, who carried his broad pendant on board the Detroit, so stationed his vessels, that those which were the nearest to an equality of force in the two squadrons might be opposed together. The schooner Chippeway, commanded by master's mate J. Campbell, was in the van. Then came, in succession, the Detroit and Queen-Charlotte, the latter commanded by captain Robert Finnis, brig Hunter, lieutenant George Bignell, schooner Lady-Prevost, lieutenant Edward Buchan; and the sloop Little-Belt, by whom commanded we are not aware, brought up the rear. The two squadrons gain a mutual sight. Capt. Barclay's order of battle.

At about 11 h. 45 m. A. M. the action began; and the Detroit became closely engaged with the Lawrence, commodore Perry's brig, supported by the schooners Ariel and Scorpion. Although the matches and tubes of the Detroit were so defective, that pistols were obliged to be fired at the guns to set them off, the seamen, Canadians, and soldiers plied their guns so well that, in the course of two hours, they knocked the Lawrence almost to pieces, and, after driving commodore Perry out of her, compelled her Commodore Perry abandons the Lawrence and she surrenders to Detroit

1813. Sept. to surrender; but, having sailed with only one boat, and that being cut to pieces, the Detroit could not take possession of the american brig, and the latter, as soon as she had dropped out of gun-shot, reboisted her colours.

Detroit reboists her colours.

Queen-Charlotte surrenders.

In the mean time the Queen-Charlotte, with her 24-pounder carronades, had been opposed by the Niagara, supported, as the Lawrence had been, by two schooners with heavy long guns. In a few minutes captain Finnis was killed; and his successor in the command, lieutenant John Stokes, was struck senseless by a splinter. The next officer, provincial lieutenant Irvine, was without any experience, and therefore comparatively useless. The Queen-Charlotte soon afterwards struck her colours. From having kept out of the range of the Charlotte's carronades, the Niagara was a fresh vessel, and to her captain Perry proceeded. As soon as he got on board, the american commodore, accompanied by some of his schooners, bore down, and took a raking position athwart the bows of the already disabled Detroit. In a short time lieutenant John Garland, first of the Detroit was mortally, and captain Barclay himself most severely, wounded. The command then devolved upon lieutenant George Inglis; who fought his ship in the most determined manner, until, out of the 10 experienced british seamen on board, eight were killed or wounded, and every hope of success or of escape had fled: he then ordered the colours of the Detroit to be struck. The Hunter and Lady-Prevost surrendered about the same time; as did the Chippeway and Trippe, as soon as some of the american vessels overtook them on their retreat.

Niagara and schooners attack Detroit and oblige her and remainder of british flotilla to surrender.

Losses each side.

The loss on the british side amounted to three officers and 38 men killed, and nine officers and 85 men wounded. The officers killed were, lieutenant S. J. Garden, of the Newfoundland regiment, and John Garland, the first lieutenant, on

board the Detroit; and the captain of the Queen-Charlotte. The officers wounded were captain Barclay most dangerously in his left or remaining arm, Mr. John M. Hoffmeister, purser of the Detroit, lieutenant John Stokes, and midshipman James Foster, of the Queen-Charlotte, lieutenants Edward Buchan and Francis Roulette, and master's mate Henry Gateshill, of the Lady-Prevost, and master's mate, J. Campbell, commanding the Chippeway. The loss on the american side, as taken from captain Perry's letter, amounted to 27 killed and 96 wounded, including 22 killed and 61 wounded on board the Lawrence. 1813. Sept.

The fact of this brig having surrendered is admitted by captain Perry himself, in the following words: "It was with unspeakable pain, that I saw, soon after I got on board the Niagara, the flag of the Lawrence come down, although I was perfectly sensible that she had been defended to the last, and that to have continued to make a show of resistance, would have been a wanton sacrifice of her brave crew. But the enemy was not able to take possession of her, and circumstances soon permitted her flag again to be hoisted." The chief fault to be found with captain Perry's letter is, that it does not contain the slightest allusion to the bravery of captain Barclay, or the inferiority of his means of resistance. Commodore Perry's admission that Lawrence struck.

As the Americans are by this time pretty well ashamed of all the bombastic nonsense circulated by the press of the United States, day after day during many months of the war, on the subject of captain Perry's "nelsonic" victory, we shall not rake the trash up again; but we fear that the professional, and therefore presumably correct, dictum of a contemporary, that, "in number and weight of guns, the two squadrons were nearly equal,"* will make the Americans imagine, that they Capt. Brenton's account.

* Brenton, vol. v. p. 132.

1813. Sept. really had some ground for their extravagant boasting. However, on referring again to our contemporary's account, we feel satisfied that little harm will arise; for, should the evident partiality that is shown to sir George Prevost miss being seen, the statement, that "both the Detroit and Queen-Charlotte struck to the United States' ship St.-Lawrence, commodore Parry," will satisfy the american reader, that captain Brenton knew very little about the action he was attempting to describe.

Court-martial except. Barclay.

On the 16th of September, 1814, captain Barclay, and his surviving officers and men, were tried by a court-martial on board the Gladiator at Portsmouth, for the loss of the late Erie flotilla, and the following was the sentence pronounced: "That the capture of his majesty's late squadron was caused by the very defective means captain Barclay possessed to equip them on Lake Erie; the want of a sufficient number of able seamen, whom he had repeatedly and earnestly requested of sir James Yeo to be sent to him; the very great superiority of the enemy to the british squadron; and the unfortunate early fall of the superior officers in the action. That it appeared, that the greatest exertions had been made by captain Barclay, in equipping and getting into order the vessels under his command; that he was fully justified, under the existing circumstances, in bringing the enemy to action; that the judgment and gallantry of captain Barclay in taking his squadron into action, and during the contest, were highly conspicuous, and entitled him to the highest praise; and that the whole of the other officers and men of his majesty's late squadron conducted themselves in the most gallant manner; and did adjudge the said captain Robert Heriot Barclay, his surviving officers and men, to be most fully and honourably acquitted." Rear-admiral Edward James Foote, president.

Notwithstanding this flattering testimonial, notwithstanding the severity of his wounds, wounds

by one of which his right arm had been entirely lost, many years before the Lake Erie defeat, and by two others, received in that action, his remaining arm had been rendered permanently motionless, or nearly so, and a part of his thigh cut away, captain Barclay was not confirmed as a commander until the 19th of November, 1813; and he is not, even yet, any higher in rank. 1813. Neglected treatment of capt. Barclay.

The first naval event of the late war upon Lake Champlain, a lake, all, except about one-twentieth part, within the boundaries of the United States, occurred on the 3d of June, 1813. Two american armed sloops appeared in sight of the british garrison at Isle-aux-noix. Three gun-boats immediately got under way to attack them; and the crews of two batteaux and of two row-boats were landed, to annoy the enemy in the rear, the channel being very narrow. After a contest of three hours and a half, the two sloops surrendered. They proved to be the Growler and Eagle, mounting 11 guns, and having a complement of 50 men, each; both under the command of lieutenant Sidney Smith, of the United States' navy. The British had three men wounded; the Americans, one man killed, eight severely wounded, and, including the latter, 99 prisoners. No british naval officer was present. The feat was performed by detachments of the 100th regiment, and royal artillery, under the direction of major Taylor, of the former. Boat-attack on Lake Champlain.

On the 1st of August, some officers and seamen having arrived from Quebec, captain Thomas Everard, late of the 18-gun brig-sloop Wasp, with the two prize-sloops, three gun-boats, and several batteaux, containing about 1000 troops under the command of colonel Murray, entered the american port of Plattsburg. Here the colonel landed with his men; and, after driving away the american militia at the post, destroyed all the arsenals, block-houses, barracks, and stores of every description, together with the extensive barracks at Saranac. The two Capt. Everard attacks Plattsburg, &c.

1813. Aug. enterprising officers then proceeded off Burlington and Swanton, in Vermont; where they seized and destroyed several sloops laden with provisions, and did other considerable injury. At this time the United States' troops at Burlington, distant only 24 miles from Plattsburg, under the command of major-general Hampton, amounted to about 4000 men. Although a letter written by an inhabitant of Burlington, and published in most of the american papers, declares that the british troops "did no injury whatever to private property," an american historian states thus: "They (the British) wantonly burned several private store-houses, and carried off immense quantities of the stock of individuals."*

American naval force on Lake Champlain.

As a proof that a little energy on the part of the Americans might have averted the Plattsburg misfortune, it appears by a statement, published in the United States within three weeks after the above affair happened, that the american naval force on Lake Champlain then consisted of the President, of 12 guns, the Commodore-Preble and Montgomery, of 11 guns each, the Frances, of 6 guns, two gun-boats, of one 18-pounder each, and six scows, of one 12-pounder each.

* Sketches of the War, p. 156.

BRITISH AND FRENCH FLEETS.

1814.

State of british navy.

THE remarks which we ventured to submit, when commencing with the important operations of the preceding year, have left us little to do in ushering the present year into notice, beyond pointing to the usual Annual Abstract,* and to the prize and casualty lists attached to it.†

Officers, &c.

The number of commissioned officers and masters, belonging to the british navy at the commencement of the year 1814, was,

Admirals		65
Vice-admirals		68
Rear-admirals		76
"	superannuated 29	
Post-captains		798
"	" 37	
Commanders or sloop captains		628
"	superannuated 50	
Lieutenants		3285
Masters		674

And the number of seamen and marines, voted for the service of the year, was 140000 for seven, and 90000 for six, lunar months of it.‡

Powers allied against France.

Although we can afford to say very little on the subject, it may be necessary to state that, during the preceding year, in consequence of treaties among them, Russia, Prussia, Austria, Denmark, and Sweden, allied themselves with England, Spain, and Portugal, against France. A counter-revolution took place in Holland, and the prince of Orange landed there from England, and was proclaimed sovereign

* See Appendix, Annual Abstract No. 22.
† See Appendix, Nos. 7 and 8.
‡ See Appendix, No. 9.

1814. Feb. prince of the United Netherlands. Before the present year was many days old, Murat deserted his old benefactor, and made peace with England. All these events, many of which are highly interesting to the historical reader, will be found amply detailed in other works exclusively devoted to the subject: our business is with occurrences that take place upon a different element, and to them we return.

French squadron sails from Toulon

On the 12th of February a french squadron, of three sail of the line and three frigates, under the command of rear-admiral the baron Cosmao-Kerjulien, sailed from Toulon to meet a newly-built french 74 expected from Genoa. Matters in France were getting so near to a crisis, that the Moniteur could find no room in its pages for an account which, otherwise, would have been allowed a conspicuous place: hence, we can give the names of only one line-of-battle ship and one frigate, the Romulus and Adrienne. On the 13th, at a few minutes after daybreak, this squadron, then steering to the southward, was discovered by sir Edward Pellew's fleet. At 7 h. 55 m. A. M. the six french ships tacked together, and, with a strong east wind, steered for Porquerolles on their return to Toulon. At 10 h. 30 m. A. M. the ships entered the bay of Hyères by the Grande-Passe, and, in about an hour afterwards, quitted it by the Petite-Passe, still under all sail.

British fleet steers to cut off french ships.

The british fleet, consisting of the following 15 sail of the line, besides the Unité frigate and Badger brig-sloop, was also under all sail, advancing to cut off the french squadron from the road of Toulon, towards which it was now steering:

gun-ship		
120	Caledonia	vice-adm. (r.) sir Edward Pellew, bt. rear-adm. (w.) Israel Pellew. captain Edward Lloyd Graham.
	Hibernia	vice-adm. (w.) sir Wil. Sidney Smith. captain Thomas Gordon Caulfield.
112	San-Josef	rear-adm. (b.) sir Richard King, bt. captain William Stewart.
100	Royal-George	" T. Fras. Ch. Mainwaring.

gun-ship			1814.
98	Boyne	captain George Burlton.	Feb.
	Ocean	" Robert Plampin.	
	Prince-of-Wales	" John Erskine Douglas.	
	Union	" Robert Rolles.	
	Barfleur	" John Maitland.	
74	Duncan	" Robert Lambert.	
	Indus	" William Hall Gage.	
	Berwick	" Edward Brace.	
	Swiftsure	" Edward Stirling Dickson.	
	Armada	" Charles Grant.	
	Aboukir	" George Parker.	

Boyne engages Romulus.

At 30 minutes past noon the leading ship of the british fleet, the Boyne, opened a fire upon the second french ship from the rear, (believed to have been the Adrienne frigate,) which was immediately returned by the squadron, then running before the wind, at the rate of 10 knots, for Cape Carquaranne. The Boyne carried a press of sail, in the hope of cutting off or driving on shore the sternmost french ship, the Romulus; but the latter kept so close to the shore, as to render the attempt impracticable, without the Boyne herself going on shore. The Boyne, therefore, had no alternative but to lay close alongside the french 74; who, as well as her five companions, was now steering straight for Cape Brun. A steady and well-directed fire, within half pistol-shot distance, was maintained by the Boyne; but to which the Romulus scarcely returned a shot, until she got abreast of Pointe Sainte-Marguerite. Being by this time nearly unrigged by the Boyne's fire, the Romulus now hauled dead-in, to run on shore between the batteries of Brun and Sainte-Marguerite. At this instant, sir Edward Pellew, in the Caledonia, who was close astern of the Boyne, waved to captain Burlton to haul out. No sooner had the Boyne made a movement in obedience to this order, than the Romulus, putting her helm a-starboard, shot round Cape Brun, and, notwithstanding a broadside from the Caledonia, and her evidently disabled state from the Boyne's previous fire, succeeded in entering the road of Toulon; where the

Sir Edw. Pellew recalls captain Burlton, and Romulus reaches Toulon road.

1814. Feb. remaining ships of the french squadron were just about to anchor.

French batteries fire at Boyne. The french batteries, particularly those of Cape Brun and Cape Sepet, opened a very heavy and destructive fire upon the Boyne as she stood out to the southward. The Boyne at length got clear; and the Caledonia, running up alongside of her, greeted the Victory's sister-ship, who had just acted so nobly in emulation of her, with three hearty cheers; a salute which the men of the Boyne were not slow in returning. The fire from the french batteries and ships, particularly the former, had shot away the Boyne's mizentopsail yard, and main and spring stays, greatly damaged her running rigging and sails, badly wounded her foremast, fore yard, and bowsprit, disabled two of her guns, and struck her hull in several places under water. Her loss on the same occasion amounted to one midshipman (George Terry) and one seaman killed, one midshipman, (Samuel Saunders,) 32 seamen, six marines, and one boy wounded; total, two killed and 40 wounded. The Caledonia received no damage; and her loss was confined to one seaman killed by an explosion.

Her damage and loss in consequence.

Loss on board Caledonia.

Same on board Romulus and Adrienne. The Romulus is acknowledged to have sustained a loss, in killed and badly wounded, of 70, and the Adrienne of 11. The Romulus, undoubtedly, was manœuvred in a very skilful manner; and her captain, whose name we regret not being able to give, deserved credit, as well for that, as for his bravery in not striking his colours to so powerful an opponent as the Boyne. According to the french papers, the 74 from Genoa succeeded in entering Toulon on the following day, the 14th; making 23 sail of the line, including six three-deckers, afloat in the road and harbour, besides two or three two-deckers on the stocks.

Surrender of Cattaro. Ragusa, &c. On the 5th of January, after a 10 days' cannonade, the fortress of Cattaro in the Adriatic, surrendered to the british 38-gun frigate Bacchante, captain William Hoste, and the 18-gun brig-sloop Saracen,

captain John Harper. The loss on the occasion was comparatively trifling, amounting to only one seaman killed, and lieutenant of marines William Haig, slightly wounded. Captain Hoste, in his letter to rear-admiral Fremantle on the subject, speaks in high terms of the following officers: captain Harper, lieutenants John Hancock and Charles Robert Milbourne, acting lieutenant William Lee Rees, Mr. Stephen Vale, the Bacchante's master, lieutenant Haig, and midshipman Charles Bruce. On the 28th Ragusa surrendered to the Bacchante and Saracen, and to a body of british and austrian troops who were besieging the fortress; and on the 13th of February, the island of Paxo surrendered, without resistance, to the british 38-gun frigate Apollo, captain Bridges Watkinson Taylor, and a detachment of troops under lieutenant-colonel Church. 1814. Jan.

In the course of January and February, indeed, by the active and gallant exertions of the different ships composing the squadron of rear-admiral Fremantle in the Adriatic, aided by detachments of austrian troops, every place belonging to the French in Dalmatia, Croatia, Istria, and the Frioul, with all the islands in that sea, surrendered to the allies; as, in the month of March and April, did Spezzia and Genoa to a small squadron under the command of sir Josias Rowley, aided by a detachment of british troops and a division of sicilian gun-boats. At Genoa the British gained possession of the french 74-gun ship Brilliant ready for launching, another 74 in frame, and four brig-corvettes, of which the Renard that had engaged the Swallow was one. The Brilliant was a ship of 1883 tons, and, being built of good oak, became an acquisition to the british navy; in which she still continues under the name of Genoa. Other islands in the Adriatic. Also of Spezzia and Genoa.

In order to cooperate with the british army under the marquess of Wellington, which, on the 20th of February, had reached the banks of the Adour, a small squadron had been stationed off the mouth of British squadron off the Adour.

1814. Feb. the river, under the command of rear-admiral Charles Vinicombe Penrose; who, to get nearer to the scene of operations, had embarked on board the 24-gun ship Porcupine, captain John Coode. On the morning of the 23d, which was as early as the ships and the boats collected for the service could arrive off the river, the latter were detached to endeavour to find a passage through the tremendous surf that beats over the bar. At this time the british troops were seen from the ships, crossing over to the north side of the river, but greatly in want of the boats intended for their assistance. Thus stimulated, captain Dowell O'Reilly, of the 10-gun brig-sloop Lyra, in a spanish-built boat selected as the most safe for the purpose, and having with him the principal pilot, was the first to make the attempt to cross the bar, but the boat overset. Captain O'Reilly, however, and we believe the whole boat's crew were so fortunate as to gain the shore. Lieutenant John Debenham, in a six-oared cutter, succeeded in reaching the beach: but, as it was scarcely possible that one boat in 50 could then have crossed, the other boats returned, to await the result of the next tide. The tide being at length at a proper height, and all the vessels well up for the attempt, several boats drew near the bar, but hauled off again, until at last lieutenant George Cheyne, of the 10-gun brig-sloop Woodlark, in a spanish boat, with five british seamen, crossed the surf and ran up the river. The next was a prize-boat, manned from a transport, closely followed by a gun-boat, commanded by lieutenant John Chesshire, who was the first that hoisted the british colours in the Adour. The remainder of the boats and vessels followed in rapid succession, "the zeal and science of the officers triumphing over all the difficulties of the navigation;" but this arduous and most perilous undertaking was not accomplished without a heavy loss of life. Captain Elliot of the brig-sloop Martial, Mr. Henry Bloye, master's mate of the Lyra, and 11 seamen of

Passage of the dangerous bar by british boats to co-operate with british army.

Serious loss on the occasion.

the Porcupine, Martial, and Lyra, drowned; three transport boats lost, number of men unknown; also a spanish chasse-marée, the whole crew of which perished in an instant. 1814. April.

The british army afterwards crossed the Adour and invested Bayonne; and, early in March, a detachment under marshal Beresford moved forward towards Bordeaux. On the 21st rear-admiral Penrose, with the 74-gun ship Egmont, to which he had now shifted his flag, anchored in the Gironde. On the 2d of April captain Coode of the Porcupine, who had ascended the Gironde above Pouillac, detached his boats under the orders of lieutenant Robert Graham Dunlop, in pursuit of a french flotilla which was observed proceeding down from Blaye to Tallemont. On the approach of the boats, the flotilla ran on shore; and about 200 troops from Blaye lined the beach to protect the vessels; but lieutenant Dunlop, landing with a detachment of seamen and marines, drove the French with great loss into the woods, and remained until the tide allowed the greater part of the vessels to be brought off. One gun-brig, six gun-boats, one armed schooner, three chasse-marées, and an imperial barge, were captured; and one gun-brig, two gun-boats, and one chasse-marée burned. This service was performed with the loss of two seamen missing, and 14 seamen and marines wounded.

British ships in the Gironde.

Boats of Porcupine take a french convoy

On the evening of the 6th the 74-gun ship Centaur, captain John Chambers White, anchored in the Gironde, in company with the Egmont; and preparations were immediately made for attacking the french 74-gun ship Régulus, three brig-corvettes, and other vessels lying near her, as well as the batteries that protected them; but at midnight the French set fire to the Régulus and her companions, and the whole were destroyed. Before the 9th the batteries of Pointe Coubre, Pointe Nègre, Royan, Soulac, and Mèche were successively entered and destroyed by a detachment of seamen and marines

Destruction of french 74 Régulus.

1814. under captain George Harris of the 38-gun frigate Belle-Poule.

Preliminaries of peace, &c. The entry of the allies into Paris on the 31st of March, and the preliminary treaty entered into between England and France on the 24th of April, put a temporary stop to the miseries of war in Europe. Louis XVIII. landed at Calais from Dover the same day; and on the 28th of April Napoléon embarked at Fréjus in Provence on board the british 38-gun frigate Undaunted, captain Thomas Ussher, who, on the 4th of May, landed his passenger in safety at Porto-Ferraro in the isle of Elba.

Division of Scheldt fleet. In the succeeding August the Scheldt fleet was divided in the following manner: 12 sail of the line were allowed to be retained by France; three were restored to Holland, as having formerly belonged to her; and seven others were also given to her, to be held in trust, until the congress at Vienna should decide how they were to be disposed of. The ships, generally, were a good deal broken in the sheer, and, having been constructed of green wood, were in bad condition. The nine sail of the line, including two three-deckers on the stocks, were to be broken up.

LIGHT SQUADRONS AND SINGLE SHIPS.

Iphigénie and Alcmène sail from Cherbourg. On the 20th of October, 1813, the two french 40-gun frigates Iphigénie and Alcmène, captains Jacques-Léon Emeric and Alexandre Ducrest de Villeneuve, sailed from Cherbourg on a six months' cruise. The two frigates proceeded first off the Western Isles, and then to the coast of Africa; where they captured two guineamen, laden with elephants' teeth, &c. After taking out the most valuable parts of the cargoes, captain Emeric burnt the ships. From Africa the Iphigénie and Alcmène sailed to the Canary Isles, in the vicinity of which they took six other prizes. On the 16th of January, at 7 A. M., when cruising off these islands, the two

Are chased by Venerable and Cyane. french frigates fell in with the british 74-gun ship

Venerable, captain James Andrew Worth, bearing the flag of rear-admiral Philip Charles Durham, on his way to take the chief command at the Leeward-Islands, 22-gun ship Cyane, captain Thomas Forrest, and prize-brig Jason, a french letter-of-marque captured 17 days before, and now, with two guns (having thrown 12 overboard in chase) and 22 men, in charge of lieutenant Thomas Moffat, belonging to the Venerable. 1814. July.

The two frigates, when first descried, were in the north-east; and the Cyane, the wind then blowing from the east-south-east, was ordered to reconnoitre them. Having shortened sail and hauled to the wind on the starboard tack, the Cyane, at 9 A. M., ascertained that they were enemies, and made a signal to that effect to the Venerable, who immediately went in chase. The chase continued throughout the day, so much to the advantage of the 74, that, at 6 h. 15 m. P. M., the Venerable arrived within hail of the Alcmène, the leewardmost frigate. After having hailed twice in vain, the Venerable opened her guns as they would bear; when the french frigate immediately put her helm up, and, under all sail, laid the british 74 on board, captain Villeneuve, as was understood, expecting that his commodore, in compliance with a previous agreement, would second him in the bold attempt. According to another statement, and which has more the air of probability, the object of the Alcmène in bearing up was to cross the 74's bows, and, by disabling her bowsprit and foremast, to deprive her of the means of pursuit. Whether captain Emeric had agreed to cooperate or not, the Iphigénie now hauled sharp up, and left the Alcmène to her fate. A very short struggle decided the business, and before 6 h. 25 m. the french colours were hauled down by the british boarders, headed by captain Worth. The conflict, although short, had been severe, especially to the Alcmène; who, out of a crew of 319 men and boys, lost two petty officers

Alcmène runs on board Venerable and is taken.

1814. Jan. and 30 seamen killed, and 50 officers and men wounded, including her gallant commander. The Venerable's loss consisted of two seamen killed and four wounded.

Cyane and a prize-brig chase Iphigénie.

During the time that had thus elapsed, and the additional time required to shift the prisoners and repair the trifling injury done to the 74's rigging by the frigate's attempt to board, the Cyane and Jason had gone in chase of the Alcmène's fugitive consort. At 10 P. M. the little Jason, having outrun the Cyane in the chase, commenced firing at the Iphigénie with her two guns, both of which lieutenant Moffat had now got on the brig's larboard side. Such was the slow sailing of the Iphigénie, or the unskilfulness of those that manœuvred her, that at 45 minutes past midnight the Cyane got near enough to open a fire from her bow guns, and received in return a fire from the frigate's stern-chasers, which cut her rigging and sails a good deal. At 4 h. 30 m. A. M. on the 17th the Cyane gallantly fired three broadsides at the french frigate, but soon found the latter too heavy for her and dropped astern. At 5 h. 45 m. A. M. captain Forrest despatched the brig in search of the admiral, and continued his pursuit of the Iphigénie; who shortly afterwards hauled close to the wind on the larboard tack, and fired three broadsides at the Cyane, nearly all the shot of which, fortunately for the latter, either went over her masts or between them. At 9 A. M. the Iphigénie bore up and steered south-west, still followed by the Cyane.

Venerable joins in the chase and captures Iphigénie.

The chase thus continued, the latter losing sight occasionally and again recovering it, during the remainder of the 17th, and the whole of the 18th and 19th. In the evening of the latter day the Cyane dropped astern; but the Venerable was now fast coming up, and, at daylight on the 20th, was within two miles of the french frigate. The Venerable, from whose mast-head the Cyane was now not to be seen, presently opened a fire from her bow guns,

and received in return a fire from the stern and quarter guns of the Iphigénie. Having thrown overboard her boats and cut away her anchors without effect, the french frigate, at 8 A.M., discharged her starboard broadside and struck her colours. 1814. Jan.

Neither the Venerable nor the Iphigénie appears to have suffered any loss from the other's fire; and the Cyane, whose gallantry and perseverance in the chase were so creditable to captain Forrest, seems also to have escaped without loss. The same good fortune attended the Jason; who with her two guns, (6-pounders probably,) gave so good an earnest of what lieutenant Moffat would have done, had he commanded a vessel that mounted 20. The Iphigénie and Alcmène, being nearly new frigates, were both added to the british navy; the first under the name of Gloire, the latter under that of Dunira, afterwards changed to Immortalité. Gallantry of capt. Forrest and lieut. Moffat.

In the latter end of October, 1813, the two french 40-gun frigates Etoile and Sultane, captains Pierre-Henri Phillibert and Georges Du-Petit-Thouars, sailed from Nantes on a cruise. On the 18th of January, at 4 A. M., latitude about 24° north, longitude (from Greenwich) 53° west, these two french frigates discovered in the north-west the british 24-pounder 40-gun frigate Severn, captain Joseph Nourse, escorting a convoy from England to the island of Bermuda, and steering west by north, with the wind a light air from the south-east. At 7 h. 30 m. A. M. the Severn proceeded in chase; and at 8 h. 40 m., finding the strangers did not answer the private signal, the british frigate bore up north by east, and made all possible sail from them, signalling her convoy to take care of themselves. Etoile and Sultane sail from Brest. Chase Severn.

At 10 h. 30 m. A. M. the Severn commenced firing her stern-chasers at the leading enemy's frigate, and at noon lost sight of her convoy steering to the westward. At 4 h. 5 m. P. M. the headmost french frigate, the Etoile, hoisting her colours and broad Severn opens her fire.

1814. Jan. pendant, began firing her bow guns. A running fight now ensued, which, without doing the slightest injury to the Severn, lasted until 5 h. 30 m. P. M.; when the Etoile, then distant less than two miles, (the Sultane astern of her about one,) ceased firing. The chase continued all night, rather to the advantage of the Severn. At 8 A. M. on the 19th the two french frigates gave up the pursuit, and hauled to the wind on the starboard tack.

French frigates give over chase.

Anchor at the island of Mayo and discover Creole and Astrea.

The Etoile and Sultane afterwards proceeded to the Cape de Verds, and anchored in the port of English-Harbour, island of Mayo. On the 23d of January, at about 9 h. 55 m. A. M., the two british 18-pounder 36-gun frigates Creole, captain George Charles Mackenzie, and Astrea, captain John Eveleigh, rounding the south-east cast of Mayo on their way from the neighbouring island of Fort-aventura, with the wind at north-east, blowing fresh, discovered over a point of land the mast-heads of the two french frigates, and of two merchant ships, one brigantine, and one schooner, lying in their company. At 10 h. 15 m. the two british frigates, having cleared the point, wore and hauled to the wind on the larboard tack, under their topsails. On a supposition that the strangers, whose hulls were now plainly visible, were portuguese or spanish frigates, the Creole hoisted the portuguese, and the Astrea, by signal from her, the spanish, private signals. No answer being returned, the strange frigates were considered to be enemies; and at 11 h. 30 m. A. M. the Creole and Astrea wore and made sail for the anchorage in which they lay.

Get under way and are chased by the two british frigates.

At noon, when the two british frigates were about a mile distant from them, the Etoile and Sultane, having previously hoisted their topsail yards to the mast-head, cut or slipped, and made sail free on the larboard tack, with a strong wind still from the north-east. The two former now set topgallantsails in chase; and the Astrea, owing to a gust of wind

suddenly striking her, had the misfortune to split all three topsails, the mizen topsail very badly, to replace which a fresh sail was soon got into the top. At about 30 minutes past noon the south-west end of the island of Mayo bore from the Creole, the leading british frigate, east-north-east distant four miles. In another quarter of an hour the Creole, both british frigates having previously hoisted their colours, fired a shot ahead of the sternmost french ship, the Sultane, then on the former's lee or starboard bow. The two french frigates immediately hoisted their colours. The Creole continued firing her bow guns occasionally at the Sultane until 1 P. M.; when the former discharged a few of her larboard guns, and then, as she ranged up on the Sultane's lee beam, received the french ship's first broadside. 1814. Jan. Creole opens her fire at Sultane

The Astrea also opened her fire in crossing the stern of the Sultane, and then gallantly passed between the latter and the Creole, just as the two ships had exchanged the fourth broadside. After giving and receiving two broadsides within pistol-shot, the Astrea, at 2 h. 15 m. P. M., stood on to engage the Etoile, then about half a mile ahead of her consort, with her mizen topsail aback. Having extinguished a fire that had caught in the foretop-mast staysail and mizen chains, the Creole, at 2 h. 30 m., recommenced the action with the Sultane, and presently shot away her mizenmast. About this time the wadding from the french ship's guns again set the Creole on fire, in the forecastle hammocks and on the booms. The flames were again extinguished, and the action continued for nearly half an hour longer; making about two hours from its commencement. Having now had every brace and bowline, tack, and sheet shot away, her main stay and several of her shrouds cut through, her three masts, particularly her foremast, badly wounded, the Creole put her helm a-lee, and, steering to the Astrea joins in the cannonade and attacks Etoile. Creole always keeps the Sultane at

1814. Jan. north-west in the direction of the island of St. Jago, abandoned the contest.

Astrea in close action with Etoile. It took the Astrea, when, at 2 h. 15 m., she had quitted the Sultane, until 2 h. 30 m. before she got alongside of the Etoile to-leeward. After an exchange of broadsides, the Astrea, having from the great way upon her ranged too far ahead, luffed up and raked the Etoile on her starboard bow. The Astrea, just at this moment losing her wheel, fell round off; and the Etoile, wearing, passed close astern of her, separating her from the boat she was towing, and poured in a most destructive raking fire; which cut the Astrea's lower rigging to pieces, shot away both deck-transoms and four quarterdeck beams, burst a carronade, and ripped up the quarterdeck in all directions. Backing round, the Astrea soon got her starboard guns to bear; and the two frigates, each with a fresh side opposed to the other, recommenced the action, yard-arm and yard-arm. In a few minutes captain Eveleigh fell, mortally wounded by a pistol-shot just below the heart, and was carried below.

Death of capt. Eveleigh.

The command now devolved upon lieutenant John Bulford; and the engagement between the Astrea and Etoile continued in this close position, with mutual animation, although it was no cheering sight to the Astrea, at about 3 P. M., to observe her consort on the starboard tack, apparently a beaten ship, and the Etoile's consort approaching to double the force against herself. At 3 h. 5 m. P. M. the topsail, which lay in the Astrea's mizen top to replace the split one, caught fire, but the flames were soon extinguished. Seeing the near approach of the Sultane, the Astrea would have boarded the Etoile, and endeavoured to decide the contest that way; but the motion of the ships was too great, and the british frigate could only continue to keep her antagonist under her guns to-leeward. At 3 h. 30 m. the Sultane, as she passed to-leeward, raked the Astrea, and did her considerable damage. In five

Sultane approaches to aid her consort but stands away again.

minutes the Sultane wore from the Astrea, and stood before the wind, leaving the latter and the Etoile still in close action. 1814. Jan.

At 3 h. 45 m. the Etoile also wore round on the starboard tack; and in five minutes afterwards the Astrea's mizenmast, with the topsail a second time in flames, went by the board, carrying some of the firemen with it. In a short time after she had wore and ceased firing, the Etoile stood towards her consort, who was waiting for her under easy sail; and the Astrea, having by this time had the whole of her lower and topsail braces shot away, and being otherwise greatly damaged in rigging and sails, was in too unmanageable a state to follow. At 4 h. 15 m. the Sultane's main topmast went over the side;* and the Astrea, having soon afterwards partially refitted herself, wore round on the starboard tack with her head towards San-Jago. At this time the Creole was not visible to the Astrea; and the two french frigates were about four miles distant in the south-west, steering south by west. At 4 h. 30 m. P. M. the Creole was discovered under the land, standing into Porto-Praya bay; where at 4 h. 45 m. she anchored, and where, in about an hour afterwards, the Astrea joined her. Etoile ceases firing and follows Sultane

The principal damages of the Creole have already been related; her loss, out of a complement of 284 men and boys, amounted to one master's mate, seven seamen, and two marines killed, and 26 petty officers, seamen, and marines wounded. The Astrea, besides the loss of her mizenmast and the damage done to her rigging and sails, had her fore and main masts wounded, and was a good deal struck about the stern and quarter. Her loss, out of the same complement as the Creole's, consisted of her commander and eight seamen and marines killed, and 37 petty officers, seamen, and marines wounded, four of them dangerously and 11 severely; making Damage and loss to the parties.

* The logs of the Creole and Astrea concur in stating it to have been the mainmast that fell, but both ships were mistaken.

1814. March. the loss on board the two british frigates 19 killed and 63 wounded. The two remaining masts of the Sultane, and all three masts of the Etoile, were badly wounded; and, that their hulls escaped no better is most likely, because the acknowledged loss on board of each, out of a complement of 340 men and boys, was about 20 men killed and 30 wounded, or 40 killed and 60 wounded between them.

Remarks on this action.

Here were two pairs of combatants, about as equally matched, considering the character of the opponent parties, as could well be desired; and who fought so equally, as to make that a drawn battle, which, under other circumstances, might have ended decisively. Had the Creole, having already witnessed the fall of the Sultane's mizenmast, been aware of the tottering state of that frigate's main topmast, captain Mackenzie would not, we presume, have discontinued the engagement, simply for the preservation of his wounded foremast; especially, when the Creole's main and mizen masts were still standing, as well as all three of her topmasts, and when, by his early retirement, he was exposing to almost certain capture a crippled consort. No frigate could have performed her part more gallantly than the Astrea; but two such opponents, as the one that had so long been engaging her, were more than she could withstand. Fortunately for the Astrea, both french frigates had seemingly had enough of fighting; and the Etoile and Sultane left their sole antagonist, in a state not less of surprise than of joy at her extraordinary escape.

Sultane and Etoile fall in with Hebrus and Hannibal.

On the 26th of March, at 9 a.m., these two frigates, (the Sultane with jury topmasts and mizenmast,) when about 12 leagues to the north-west of the Isle de Bas, steering for Saint-Malo, in thick weather, with a moderate breeze at south-west, fell in with the british 18-pounder 36-gun frigate Hebrus, captain Edmund Palmer, and 16-gun brig-sloop Sparrow, captain Francis Erskine Loch. The latter was so near to the french frigates that, in crossing them,

she received seven or eight shot from each; which greatly damaged her rigging and sails, killed her master, and wounded one seaman. The brig now tacked towards the Hebrus, who was on her weather quarter, standing on the larboard tack. The latter, as she passed the french frigates to-windward on the opposite tack, exchanged distant broadsides with them, and fired her weather or larboard guns as a signal to her consort, the 74-gun ship Hannibal, captain sir Michael Seymour. At 9 h. 30 m. A. M. the Hebrus again tacked, and in 10 minutes afterwards, on the fog clearing, observed the Hannibal coming down under a press of canvass. At 10 A. M., being joined by the 74, the Hebrus crowded sail after the two french frigates, then bearing from her south-east by east distant about four miles. At 11 A. M. the wind suddenly shifted to north-north-west, and blew very fresh. On this the two french frigates, finding their pursuers rapidly approaching, separated; the Sultane changed her course to east by north, and the Etoile hauled up to south-east. Directing by signal the Hebrus, as the best sailing ship, to chase, in company with the Sparrow, the most perfect frigate, the Hannibal herself went in pursuit of the other.

1814. March.

Hebrus chases Etoile, and Hannibal, Sultane

At 2 P. M. the Hebrus lost sight of the Hannibal and Sultane, and at 5 P. M., of the Sparrow; and the Etoile then bore from her south-east by east, distant three miles. Soon afterwards the Etoile gradually hauled up to east-north-east, but was still gained upon by the Hebrus. About midnight the french frigate reached the Race of Alderney; when, the wind getting more northerly, the Hebrus came up fast, and took in her studding-sails. At 1 h. 35 m. A. M. on the 27th, having run the length of Pointe Jobourg, the Etoile was obliged to attempt rounding it almost within the wash of the breakers. At 1 h. 45 m., while, with her courses hauled up, the Hebrus was following close upon the larboard quarter of the Etoile as the latter wore round

Hebrus brings Etoile to action.

1814. March. the point, the french frigate opened a fire upon the british frigate's starboard bow. This fire the Hebrus quickly returned within pistol-shot distance, running athwart the stern of the Etoile, to get between her and the shore; and that so closely, that her jib-boom passed over the french ship's taffrail. The Hebrus was now in eight fathoms' water, and the land within musket-shot on her starboard beam. At 2 h. 20 m. A. M., while crossing the bows of the Hebrus to get again inside of her, the Etoile shot away the british frigate's fore topmast and fore yard, and crippled her mainmast and bowsprit, besides doing considerable injury to her rigging, both standing and running.

It had been nearly calm since the commencement of the action, but at 3 A. M. a light breeze sprang up from the land. Taking advantage of this, the Hebrus succeeded in pouring several raking fires into her antagonist, and at 3 h. 45 m. shot away her mizenmast by the board. At 4 A. M. the Etoile ceased firing; and, after a close and obstinate combat of two hours and a quarter, hailed to say that she had struck. No sooner was possession taken of the prize, than it became necessary to turn the heads of both ships off the shore, as well to prevent them from grounding, as to get beyond the reach of a battery, which, having been unable in the darkness of the morning to distinguish one frigate from the other, had been annoying them both with its fire. The tide fortunately set the ships round Pointe Jobourg, and at 7 A. M. they anchored in Vauville bay, about five miles from the shore.

Etoile surrenders.

Damage and loss on board each ship.

Although the principal damages of the Hebrus were in her masts and rigging, her hull had not wholly escaped, as is evident from her loss; which, out of a crew of about 284 men and boys, amounted to one midshipman (P. A. Crawley) and 12 seamen killed, and 20 seamen, two marines, and three boys wounded; four of the number dangerously, and six severely. The Etoile's principal damages lay in her hull, which was extremely shattered, leaving her at

the close of the action with four feet water in the hold; her loss, in consequence, out of 327 men and boys, (including the wounded in her former action,) amounted to 40 killed and 73 wounded. 1814. March.

The guns of the Hebrus, one of the new yellow-pine frigates, were the same as those of the Belvidera.* The Étoile mounted 44 guns, including 14 carronades, 24-pounders, and two 8-pounders on the quarterdeck and forecastle. Of her acknowledged crew of 327, we shall allow 12 for the badly wounded, and not yet recovered, of the action of the 26th of January. Guns of the two frigates

COMPARATIVE FORCE OF THE COMBATANTS.

		HEBRUS.	ÉTOILE.
Broadside-guns	No.	21	22
	lbs.	467	463
Crew	No.	284	315
Size	tons	539	1060

As the crew of the Hebrus was quite a new ship's company, with scarcely a single draught from any other ship, while the crew of the Etoile had been formed out of the united ships' companies of the Aréthuse and Rubis, and had even since fought a creditable, if not a victorious, action with an equal force, a great share of credit is due to captain Palmer, his officers, and crew, for the successful result of this action; considering, especially, how near it was fought to the french shore, and how critically circumstanced the Hebrus was, both during its continuance and at its termination. We formerly concluded, that the stock of ammunition on board the Etoile must have been considerably diminished when she fell in with the Hebrus; but it has since been proved to us, that, after her capture by the latter, the Etoile had a considerable quantity of powder and shot left: consequently we erred in our supposition, and are extremely gratified, that the inaccuracy has been Remarks on the action.

* See p. 130.

1814. March. pointed out in time to be corrected in these pages. We must not omit to mention, that captain William Sargent, of the navy, who was a passenger on board the Hebrus during the action, evinced much skill and intrepidity; as is very handsomely acknowledged by captain Palmer in his official letter.

Hannibal captures Sultane

The Hannibal was not long in overtaking the disabled frigate of which she went in chase. At 3 h. 30 m. P. M. on the 26th the Sultane hoisted her colours and fired a gun. At 4 h. 15 m., having received two chase shot from the Hannibal, as an earnest of what would presently follow, the french frigate, keeping away a little, discharged her starboard broadside and surrendered.

The leaks of the Etoile, from the well-directed shot of the Hebrus, were so serious, that the ship could not be kept free on a wind, so as to reach Portsmouth: lieutenant Robert Milborne Jackson, the prize-master, was therefore obliged to bear away for Plymouth; where, on the 29th, the prize anchored in safety. The Sultane was carried to Portsmouth; and both the latter and her late consort, being new frigates, were added to the british navy, the Sultane in her own name, and the Etoile under the name of Topaze. The first lieutenant of the Hebrus, Mr. Jackson, who, besides his good conduct in the action, had, as we have seen, some difficulty in getting his charge into port, was promoted to the rank of commander.

Promotion of lieut. Jackson.

Niger and Tagus chase Ceres.

On the 5th of January, at 10 A. M., the island of Saint-Antonio, one of the Cape de Verds, bearing south-east by south distant eight or nine leagues, the british 38-gun frigate Niger, captain Peter Rainier, and 18-pounder 36-gun frigate Tagus, captain Philip Pipon, with a convoy in company, steering to the westward, discovered nearly ahead the french 40-gun frigate Cérès, captain Hyacinth-Yves-Potentien le baron de Bougainville; which, in company with the Clorinde, of the same force,

captain René-Jean-Marie Denis-Lagarde, the senior officer, had sailed from Brest in the early part of December. Both british frigates proceeded in chase with a light breeze from the east-south-east, the Niger leading. Towards evening the Cérès gained in the pursuit; but, on the Niger's throwing overboard 800 shot, the latter got near enough, at 11 P. M., to fire three shot from her bow-chasers. 1814. Jan.

On the 6th, at 1 h. 30 m. A. M., the Niger fired two more shot, which the Cérès returned from her stern guns. As the day opened, the wind drew to the north-east; which so favoured the Tagus that, at 7 h. 30 m. A. M., she passed the Niger, and was gaining fast upon the french frigate. At 8 h. 15 m., desirous to try a different point of sailing, the Cérès shortened sail and hauled to the wind on the starboard tack. As a proof that the french frigate gained little by this, in half an hour the Tagus got within gun-shot, and, hoisting her colours, opened a fire, which the Cérès, hoisting hers, presently returned. A running fight now commenced between the Tagus and Cérès, and continued until 9 h. 30 m. A. M.; when, having had her main topmast shot away, the french frigate fired a broadside and surrendered. At this time, owing to some damage done to the rigging of the Tagus by her opponent's stern-chasers, the Niger had headed her consort, and was in the act of opening a heavy fire upon the Cérès. A running fight commences and Cérès surrenders.

Besides the loss of her main topmast, the rigging and sails of the Cérès were a good deal cut, and some of her lower masts injured. The damages of the Tagus were confined to her rigging and sails; and neither the French nor the English sustained a greater loss than one man wounded. Being a fine new frigate of 1074 tons, the Cérès was added to the british navy, under the name of Seine, a Ceres being already in the service. Damage, &c. on each side.

It is uncertain on what day, previous to the capture of the Cérès, her consort, the Clorinde, parted

1814. Feb. company; but we find the latter on the 25th of February, in latitude 47° 40′ north, longitude (from Greenwich) 9° 30′ west, on her way to Brest, after a tolerably successful cruise. It was at 2 P. M., when standing close hauled on the starboard tack, with the wind at south-west by south, that the Clorinde was descried by the british 24-pounder 38-gun frigate Eurotas, captain John Phillimore, then on the former's weather beam steering by the wind on the larboard tack. The Eurotas quickly bore up in chase; and at 2 h. 30 m. P. M. the Clorinde, whose national character and force was by this time ascertained, also bore up, under a press of sail.

Clorinde falls in with and is chased by Eurotas.

Armament put on board Eurotas and Cydnus

While the chase is going on, we will proceed to point out some peculiarities in the armament of one of these ships, a knowledge of which will be necessary, to render fully intelligible the details we have to give of the action fought between them. At the commencement of the year 1813, under the head of "British and american navies," we stated that, among the means taken to meet the large american frigates on equal terms, some of the british 38-gun class were mounted with medium 24-pounders and an increased complement of men. The first two frigates so fitted were the Cydnus and Eurotas, both built of red pine and recently launched. The Cydnus was fitted with the 24-pounder of general Blomefield, measuring 7 ft. 6 in., and weighing about 40 cwt.; and the Eurotas, after having, by mistake we believe, received on board a set of long or 49 cwt. 24s, was fitted with the 24-pounder of colonel Congreve, measuring also 7 ft. 6 in., and intended to weigh 41 cwt. 1 qr. 12 lb., but actually weighing only 40 cwt. 2 qrs. 21 lb. With 28 of these guns on the main deck, 16 carronades, 32-pounders, two long nines, and the usual 18-pounder launch-carronade, on the quarterdeck and forecastle as her regular establishment, and with, we are inclined to think, one additional 24-pounder upon general Blomefield's principle, the Eurotas, com-

manded by captain John Phillimore, (promoted from the Diadem troop-ship, which he had commanded since June, 1810,) sailed from the Nore in the middle of the month of August, bound off Brest. 1814. Feb.

On the 30th the Eurotas joined the blockading squadron, which was under the command of commodore Pulteney Malcolm, in the 100-gun ship Queen-Charlotte, captain Robert Jackson. On some day in September (we believe the 14th) captain Phillimore invited the commodore and all the captains of the squadron on board the Eurotas to witness a trial of her 24-pounders. The guns were tried eight times, with the full allowance of powder, and double-shotted; and they stood remarkably well. Commodore Malcolm said, he should like to have colonel Congreve's 24-pounders on the Queen-Charlotte's second and third decks; and every one of the captains went away pleased with the gun. The following captains, with the exception of one or two, but which we cannot say, were present at this successful trialof the guns of the Eurotas: captains Willoughby Thomas Lake, Robert Lambert, Thomas Elphinstone, sir Michael Seymour, Henry Vansittart, George M'Kinley, George Tobin, George Harris, and Robert Jackson. Captain Phillimore subsequently declared that, if well manned, he could fight both sides of the Eurotas with ease; was delighted with the guns in a gale of wind; and found that, when the Eurotas was carrying a press of sail off Ushant, the guns did not work in the least, nor the ship seem to feel the smallest inconvenience from them.* On the 25th of November the Eurotas sent six of her 24-pounders on board the Cydnus, and received in exchange the same number of the latter's guns; but on the 5th of the ensuing February, when the two ships again met, the Eurotas received back her six 24s and returned to the Cydnus those belonging to her. We must now show what ensued between the Eurotas and the french frigate Clorinde; whose force, it may

Eurotas tries her guns and finds them answer.

Changes six of her guns with Cydnus but receives them back.

* For the copy of a letter from captain Phillimore, stating most of these particulars, see Appendix, No. 10.

1814. Feb. be necessary to state, was 28 long 18-pounders, 14 carronades, 24-pounders, and two long 8-pounders, total 44 guns.

Eurotas overtakes Clorinde and commences the action.

At 4 P. M. the wind shifted to the north-west and fell considerably; but the Eurotas, nevertheless, gained in the chase. At about the same time the Clorinde, then not quite four miles distant in the east-north-east, suddenly shortened sail, and endeavoured to cross the hawse of her pursuer. This only hastened the junction; and at 4 h. 45 m. the Eurotas fired a shot and hoisted her colours, as did also the Clorinde. At 5 P. M., having bore up, the Eurotas passed under the stern of the Clorinde and discharged her starboard broadside. Then, luffing up under the Clorinde's quarter, the british frigate received so close and well-directed a fire, that in the course of 20 minutes, and just as she had reached the larboard bow of her antagonist, her mizenmast fell by the board over the starboard quarter; and, nearly at the same time, came down the fore topmast of the Clorinde.

Eurotas loses all three masts and Clorinde escapes with foremast only standing.

The french frigate now, shooting ahead, endeavoured to cross the bows of the Eurotas, with the intention of raking her. To evade this, and at the same time lay her antagonist on board, the Eurotas put her helm hard a-port and luffed up; but, being obstructed in her manœuvre by the wreck of the mizenmast, she could only pass close under the stern of the Clorinde, and pour in her larboard broadside. The two frigates again got side by side, and cannonaded each other with redoubled fury. At 6 h. 20 m. P. M. the Eurotas, then close on her opponent's starboard beam, had her mainmast shot away; and which, fortunately for her, fell over the starboard or unengaged quarter. Almost at the same instant the mizenmast of the Clorinde came down. At 6 h. 50 m., the two ships being nearly in the same relative position, the foremast of the Eurotas fell over the starboard bow; and in a minute or two afterwards the mainmast of the Clorinde shared the same fate. The Eurotas was now quite, and the Clorinde almost, unmanageable. At 7 h. 10 m. P. M.,

being then on the larboard bow of the Eurotas, the Clorinde set the remains of her foresail and her fore staysail, and stood to the south-east, out of gun-shot. 1814. Feb.

Captain Phillimore, who since the early part of the action had been dangerously wounded in the shoulder by a grape-shot, (the loss of blood from which, according to a published statement,* had caused him to faint three times on deck,) now consented to go below; and the command of the Eurotas devolved upon lieutenant Robert Smith. The boats' masts were immediately stepped on the booms, and the sails set, to endeavour, with a light westerly breeze, to keep after the enemy, still in the south-east. The wreck of the masts was also cleared away, and preparations made for getting up jury masts: in the mean while the ship laboured much, owing to her dismasted state and a heavy swell from the westward. Wound of capt. Phillimore.

By great exertions throughout the night, the Eurotas, at 5 A. M. on the 26th, got up a spare main topmast for a jury mainmast, and at 6 h. 15 m. a fore topmast for a jury foremast, and a rough spar for a mizenmast; the Clorinde still preserving the same line of bearing as on the preceding evening, but having increased her distance to nearly six miles. At 11 h. 30 m. A. M. lieutenant Smith spoke the english merchant schooner Dungarvon, from Lisbon bound to Port-Glasgow, and requested her master to keep between the Eurotas and the Clorinde, and, in the event of the Eurotas not overtaking the Clorinde before night, to show a light and fire guns. At noon the Eurotas and Clorinde were about eight miles apart; but in so different a state with respect to ability to renew the action, that, while the latter had only partially cleared away the wreck of her main and mizen masts, the former had jury-courses, topsails, staysails, and spanker set, going, with a northerly Eurotas refits herself and proceeds in chase.

* Naval Chronicle, vol. xxxi. p. 184.

1814. wind, six and a half knots through the water, and evidently gaining in the chase.

Dryad and Achates come up and Clorinde surrenders.

But at this moment, as captain Phillimore justly observes, "to the great mortification of every one on board" the Eurotas, two sail were descried on the lee bow. The nearest of these was the british 18-pounder 36-gun frigate Dryad, captain Edward Galwey; the other the 16-gun brig-sloop Achates, captain Isaac Hawkins Morrison. At 1 h. 15 m. P.M. the Clorinde hoisted french colours aft and english forward, and despatched a boat to the Dryad, who then shortened sail and hove to to receive it. The purport of captain Denis-Lagarde's communication, as it has appeared in print, was to require terms before he would surrender. The doubt expressed by the french officer, as to the ship in sight to-windward being that which had reduced the Clorinde to such a state, was far from unreasonable; considering that, not only had a night intervened, but the ship now seen was masted, rigged, and under sail, while the ship engaged the evening before had been left as bare as a hulk. The french lieutenant was quickly sent back to the Clorinde to get ready her "resources," and the Dryad filled and stood towards her, to give her an opportunity of trying the effect of them. At 1 h. 35 m. P. M., having placed herself on the Clorinde's quarter, the Dryad fired one shot into her; when the french frigate hauled down her colours, and was taken immediate possession of. At this time the Eurotas was between four and five miles off to-windward, and the Achates about the same distance from the Clorinde to-leeward.

Losses each side.

Out of a complement on board of 329 men and boys, the Eurotas had two midshipmen, (Jeremiah Spurking and Charles Greenway,) one first-class volunteer, (John T. Vaughan,) 13 seamen, four marines, and one boy killed, her commander, (very severely,) one lieutenant of marines, (Henry Foord,) one midshipman, (John R. Brigstock,) 30 seamen, and six marines wounded; total, 21 killed and 39

wounded. Out of a crew on board numbering, according to the depositions of captain Denis-Lagarde and his two principal officers, 344 men and boys, the Clorinde had 30 officers and men killed and 40 wounded From the great proportion of killed, it is probable that the severely wounded only are here reckoned. They may have amounted to 20 more; making the killed 30, and the wounded 60. 1814. Feb.

In the letter which captain Galwey, with a proper feeling, permitted captain Phillimore to write, the latter states, that the Clorinde had "a complement of 360 picked men," and that "M. Gerrard," one of the french officers, calculated their loss at 120 men. With respect to the complement, judging by the number of men usually found on board frigates of the Clorinde's class, and allowing, if necessary, that some may have been absent in prizes, we consider the sworn amount, 344, and that for which the head-money was afterwards paid, as likely to be the most correct. In regard to the alleged declaration of "M. Gerrard," unless the slightly wounded were in a very unusual proportion, the statement extracted from the Dryad's log is more to be depended upon; especially, as it specifies both killed and wounded, and accords exactly, as we shall proceed to show, with the number and distribution of the prisoners. Owing to there being three british men of war in company, it is natural to suppose, that all the prisoners would be taken out of the french ship, with the exception of the badly wounded. Accordingly, out of the 314 assumed survivors of the french crew, the Dryad received on board 125, the Eurotas 92, and the Achates 57; leaving on board the Clorinde, by a singular coincidence, the exact number stated by the french officers as the amount of their wounded. Every one of those officers, not left in the Clorinde, appears to have been on board the Dryad; among whom we find, captain Denis-Lagarde, M. Joseph Lemaitre, his first, and M. Vincent Moulac, his second, lieutenant; but we do not see in the list the name of

Captain Phillimore's account of the Clorinde's complement and loss.

1814. Feb. "Gerrard," nor any name resembling it. This person, therefore, was probably one of the wounded left on board the Clorinde.

Although we are by no means satisfied, that the Eurotas did not mount one of general Blomefield's 24-pounders in addition to her established armament already particularized, we shall not include that gun, nor, of course, the 18-pounder launch-carronade, in the following

COMPARATIVE FORCE OF THE COMBATANTS.

		EUROTAS.	CLORINDE.
Broadside-guns	No.	23	22
	lbs.	601	463
Crew	No.	329	344
Size	tons	1084	1083

Remarks on the action.

Had the Eurotas been armed the same as the generality of her class, this would have been a tolerably fair match; but the british ship's 24-pounders destroyed the equilibrium. Yet, with a distance which would even have suited carronades, and with the exclusive advantage of two raking fires, those 24-pounders did not do so much execution, in proportion to the time they were acting, as had been done on many other occasions by an equal number of 18s. The ship, it is true, had not been quite 10 months in commission, and had not had her guns on board many days over six months; but even the shorter of those two periods was long enough for the men to have been taught as much of practical gunnery, as should have enabled them, in a close action of nearly two hours with an inferior antagonist, to have done greater execution, in reference to what they themselves suffered, than appears to have been inflicted by the Eurotas upon the Clorinde.

Crew of Eurotas better seamen than gunners.

But, deficient as the crew of the Eurotas may have been at their guns, they were by no means so at the various other duties of their calling. The quickness, with which the seamen refitted their ship, was as great a proof of their spirit as it was of their skill; and, contrasted with the evidently unprepared state of the Clorinde, 18 hours after the battle, showed,

in a very clear manner, the superiority of a british over a french crew. It was the capability to go ahead and manœuvre, thus given, that would again, in a short time, have brought the Eurotas alongside of the Clorinde; and it was a perfect readiness to renew the action, with, owing to the preceding day's two hours' practice at the guns, an actual increase of power, that would have made the Clorinde the prize of the Eurotas, even had the Dryad not interposed her unwelcome presence. 1814. Feb.

The junction of the Dryad and Achates, although it certainly robbed the Eurotas of her trophy, went a very little way towards dignifying the surrender of the Clorinde; who, notwithstanding her captain's previous threat, did not fire a shot in return for the one discharged at her by the Dryad. We formerly expressed a belief, that the Achates alone would have produced the same result; but, much as was to be expected from the tried gallantry of the brig's commander, we now, looking at the number of unwounded prisoners received out of the Clorinde, and the impunity with which her principal officers escaped, think otherwise. Nor do we feel disposed to award so much credit to M. Denis-Lagarde, as we formerly did; not only because of the tameness of his surrender, but because, with so many officers and men in an effective state, he ought, in the 18 hours that had elapsed, to have cleared away his wreck and partially refitted his ship. The dismasted state of the Eurotas, and her serious loss in men, prove that the french crew knew in what way to handle their guns; and, considering how long the Clorinde had been in commission, and how many months of the time at sea,* we must suppose that her men were competent to perform the other duties of men-of-war's men, had their officers issued the proper directions. With good management, therefore, the Clorinde might have effected her escape before the Dryad and Achates fell in with her; and, even had On the conduct of capt. Denis-Lagarde.

* See vol. v. p. 273, and this volume, p. 21.

1814. Feb. the prevailing westerly wind begun to blow strong, soon after the close of the action, and lasted through the night, the probability is, that the french frigate, unrefitted as she was, would still have gained a port of France.

Dryad conducts Clorinde to Portsmouth.

Taking the prize in tow, the Dryad proceeded with her to Portsmouth; and the Clorinde was afterwards added to the british navy by the name of Aurora, a Clorinde (also a french frigate) being already in the service. For his gallantry in the action, and his unremitting exertions in getting the ship cleared, masted, and under sail in so short a space of time, lieutenant Robert Smith, first of the Eurotas, was deservedly promoted to the rank of commander. A litigation afterwards took place on the subject of the head-money for the crew of the Clorinde; and it was at length decreed to the Dryad, as having been the actual captor.

Nature of objections to former accounts of this action.

With the exception of the particulars entered into respecting the guns of the Eurotas, and respecting the state of the prisoners received out of the Clorinde, the above account of the action between these frigates is essentially, and almost verbally, the same as that given in the preceding edition of this work. The accuracy of that account having been publicly impugned, we are bound, either to admit that we were misinformed on the subject, or to bring forward such proofs, as will place beyond the reach of further contradiction the validity of our statements. As far as we have been able to glean them, the following are the principal, if not the only, objections that were raised: 1. That the Eurotas's 24-pounders were experimental guns, and proved defective in some (but what, we cannot say) particular, when tried in the action. 2. That the crew of the Eurotas *had been* taught how to fire with precision; consequently, that the comparatively slight execution done by the Eurotas to the Clorinde did not arise from the inexpertness of her men, but from the ineffectiveness of her guns. Unfortunately, the

newspapers of the day used their endeavours to circulate a much more important objection than either of these; no less than that the maindeck guns of the Eurotas were 18, and not 24 pounders. Let us hasten to do captain Phillimore the justice to state, that he never made, although we do not remember that he contradicted, an assertion which could have been so easily refuted. A contemporary saw the paragraph, and, putting aside the newspaper, kept it until he could give the statement again to the public, with a post-captain's name as a voucher for its accuracy, in the following words: "A frigate-action, of an interesting nature, was fought in February, 1814, between the Eurotas, a british ship, of 44 guns, 18-pounders, and la Clorinde, of the same force."* 1814. Inaccuracy of captain Brenton.

Taking the two serious objections in the order in which they are stated, we shall begin with the quality of the guns. As far as a trial before the action could speak for the Congreve 24-pounders, we have already shown, that captain Phillimore himself, commodore Malcolm, and several experienced post-captains, were "delighted with them." Now for their behaviour in the action. The moment we learnt that captain Phillimore had a complaint to allege against the guns, for some ill quality or deficiency that discovered itself in the action between the Eurotas and Clorinde, we turned again to the official letter. Finding no complaint there, we once more looked into the ship's log; knowing that, there at least, a minute of the circumstance ought to have been noted down. Not a word could we discover on the subject. We then took the pains to ascertain, if any official report, complaining of the guns, had reached the navy board. Except an application, made in March, to have the breeching-bolts of the carronades, and the cat-heads, of the Eurotas made different from those of any other ship in the No complaint against guns in the official letter, log, or navy-office.

* Brenton, vol. v. p. 139.

1814. March. service, and a refusal of both requests, we could find no correspondence between captain Phillimore and the commissioners of the navy.

Testimony of lieut. Graves as to the behaviour of the guns in the action.

Pursuing our inquiries, we at last discovered that, on the 15th of March, 1814, an examination took place of the officers of the Eurotas on the very subject on which we desired information; and the following (all we have been able to procure) is a transcript of what purports to be the testimony of the second lieutenant of the Eurotas, Richard Wilcox Graves: "That, when the said guns were tried at Sheerness against the common 24-pounder long gun, they seemed to carry the shot, both double and single, as far as the latter; that they bounded a little more than the long gun, but not dangerously so; that they can be worked with two men less than the common long gun, are easier to train, and embrace a larger range or circle; that, in the action, one bolt only was drawn on the main deck, and one seizing broken, the latter of which might have been badly made; that, upon the main deck, two shot were fired from each gun in the first three rounds, and one round and one grape during the remainder of the action; that the quantity of gunpowder was 8lb., which was considered 2lb. too much, no difference of range being perceived when the guns were fired with only 6lb.; that there is only one gun on board the Eurotas, similar to those on board the Cydnus, upon lieutenant-general Blomefield's principle, on account of there not being a complete set at Woolwich when the Eurotas was fitted out."

Board of admiralty approve of Eurotas's guns and order more to be cast, &c.

From the time of her action, except to land them when docked to have her damages repaired, the Eurotas retained these same guns, until captain James Lillicrap paid the ship off on the 6th of January, 1816; when the Eurotas landed her "28 Congreve's 24-pounders" at the arsenal at Woolwich. Consequently, there could have been no well-grounded complaint against the guns, otherwise the board of admiralty would not have suffered the

Eurotas again to go to sea with them on board. On the contrary, the lords of the admiralty were so pleased with the report made of the 40 cwt. Congreve 24-pounder, after a series of experiments tried at Sutton Heath, that, in the latter end of the year 1813, they ordered 300 more of the same description of gun to be cast; and, as a proof that the behaviour of the guns in the action of the Eurotas with the Clorinde rather confirmed than lessened the previous good opinion entertained of them, the board of admiralty, on the 28th of April, 1815, ordered that all the first-rate ships in the british navy should thenceforward be established, upon their upper or third decks, with the Congreve 24-pounder. 1814.

After this full exposition of the perfect adequacy of the Eurotas's 24-pounders to perform, in a close contest especially, quite as well as any guns of the same caliber, we might answer the second objection, by simply pointing to the execution done by english 24 and 32, against french 18 and 24 pounders, and *vice versâ*, as unfolded in our detailed account of this action; but we shall not blink the question: we stated, that the ship's company of the Eurotas had not been sufficiently practised at the guns, and we are prepared to prove our assertion. We must premise that, at the time the Eurotas was commissioned and armed with 24-pounders, three american 24-pounder frigates had recently captured three english 18-pounder frigates, and that with such impunity as to indicate, that the art of gunnery had been much neglected in the british navy. The degree of attention paid by a captain to the exercise of his men, which would be commendable in 1811, would scarcely deserve any praise at all in 1813. And even in the latter part of 1813, a captain of a 38-gun frigate, armed in the usual manner of her class, might allege, as some excuse for not troubling himself more than he had been accustomed to do about the expertness of his crew at the guns, that the board of admiralty had issued an order, that no

Practice at the guns indispensable on board frigates armed like Eurotas.

1814. british 18-pounder frigate was voluntarily to engage one of the 24-pounder frigates of America. But here was a frigate, fitted out purposely to be a match for one of those frigates; and we have not a doubt that, before he fell in with the Clorinde, captain Phillimore expressed a strong desire to encounter the Constitution. Under these circumstances, no pains should have been spared to make the crew of the Eurotas expert cannoneers. We have seen the means that captain Broke took to teach his men how to point their guns with effect, and we have seen in what a short space of time those guns, thus skilfully directed, tore to pieces an equal antagonist.

Eurotas proved not to have exercised her men sufficiently.

Knowing that it is customary to minute down in the log when the men are exercised at great guns and small arms, we naturally turn for information to the log of the Eurotas, and find that, from the 13th of August to the 25th of February, the crew were so exercised, including thrice in firing at a mark, 24 times; which is at the rate of about once in eight days, or, admitting we may have overlooked an entry or two, once a week. Whether this arose from the neglect or the incompetency of the captain, or from the prevalence of bad weather, or the frequency of chases, the effect was the same upon the crew: they did not learn their business; and, when the day of trial came, they failed in accomplishing as much as was expected of them. But, that the men wanted neither zeal nor capacity, has already appeared in the quickness with which they refitted their ship, to go again in pursuit of their enemy. Some persons have urged as an excuse for the crew of the Eurotas, that a heavy sea was raging, which prevented them from pointing their guns with precision; forgetting, that the crew of the Clorinde laboured under precisely the same inconvenience. We need not refer to many pages back, to show what was performed, about a month afterwards, by a british frigate with 18-pounders, and two guns less of a side than the Eurotas, against a french frigate equal

in force to the Clorinde; and the Hebrus was not put in commission until five months after the Eurotas, and was not by any means so well manned, the principal part of the latter's crew having been draughted from the Quebec, Arethusa, and Cornelia frigates. 1814.

We trust, that we have now completely established the accuracy of our former statement, that the guns of the Eurotas, in her action with the Clorinde, did not perform so well as they ought; and that the fault lay, not in the guns themselves, but in the manner in which they were handled. In conclusion, we beg to observe, that, if the slight superiority in execution, which the Eurotas's 24-pounders proved themselves to possess over the 18-pounders of the Clorinde, were not clearly shown to have arisen from adventitious circumstances, with what face could we, as we so strenuously have done, deny to the Americans the greater part of the credit which they take to themselves, for having, with their 24-pounder frigates, so completely beaten the 18-pounder frigates of England? Why was the armament of the Eurotas changed from 18 to 24 pounders, if not to give the ship an increase of force? But, with submission, we think, if it was really intended that the newly fitted frigates of the year 1813 were to be a match for the Constitution and her classmates, the board of admiralty should have gone a step beyond increasing the caliber of the guns and the number of the crew: they should have selected, to command each of those champion frigates, a captain who had done something to entitle him to such a preference; not a captain whose name was new in the glorious annals of the british navy. Men of courage are to be found in all ranks of life, but courage is not the only quality required in a naval captain; especially in one, selected from several hundreds, to aid, by his gallantry and skill, in restoring the confidence of the nation, shaken, as it in some degree had been, by a few unexpected defeats in its

Admiralty ought to have selected proper captains for the 24-pdr. frigates.

1814. favourite service. Even admitting that the captain, thus highly honoured, had not possessed the good fortune to have distinguished himself, (and many a most deserving officer has passed a long professional life in vain endeavours to do so,) he ought at least to have been an officer who had made the art of gunnery his chief study, and who had rendered himself conspicuous in the service, if not by the battles he had won and the dangers he had braved, by the discipline and good order of his ship.

Primrose chases a brig which she supposes to be a merchantman.

On the 12th of March, at 2 P. M., latitude 43° 16′ north, longitude 10° 56′ west, the british 18-gun brig-sloop Primrose, captain Charles George Rodney Phillott, while lying to on the larboard tack with the wind from the north-east by east, discovered, and at 2 h. 30 m. made sail after, a vessel on the lee bow, standing to the south-west. This vessel was the british brig-packet Duke-of-Marlborough, captain John Bull, from Falmouth with a mail, bound to Lisbon. At 4 h. 20 m. P. M., observing that the strange brig had altered her course to avoid her, the Primrose fired a gun and hoisted her colours, a small blue ensign, at the gaff-end, and continued in chase. Shortly afterwards, when the Marlborough was about seven miles distant, the blue ensign was hauled down, and, that the stranger might see it more distinctly, a large red one hoisted in its stead. At 6 h. 50 m. P. M. the Primrose fired a shot at the strange brig, which, from her yawing about, was supposed to be a captured english merchantman; any thing, in short, but a king's packet, as she had no lower studding-sails or royals set.

Marlboro' packet takes Primrose for an american privateer.

On first observing herself chased by the Primrose, whom she took for an american privateer, the Marlborough had hoisted the private signal, but the end-on position of the two vessels, their distance apart, and the circumstance of the flags being only half the established size, prevented the Primrose from making them out. After being up about two hours, by which time the Primrose had approached to within five miles,

the private signal was hauled down, and the ensign and pendant only kept flying. As soon as it became dark the private night-signal was made, or rather was attempted to be made, for it appears that no one on board the packet, except the gunner, knew the difference between a blue light and a false fire. At 7h. 55m. P.M., the Marlborough opened a fire from one of her two brass 9-pounders out of the stern ports, which was so well directed, that it cut some of the rigging about the bowsprit and foremast of the Primrose, and passed through her main course. The fire was repeated from both stern guns, and continued to be destructive to the rigging and head-sails of the Primrose; who, from the breeze freshening, was now fast approaching. 1814, March. Marlboro' fires at Primrose.

At 8h. 15m. P.M., ranging up on the Marlborough's larboard quarter, at the distance of about 100 yards, the Primrose shortened sail; and captain Phillott hailed once, and his second lieutenant, who had a loud voice, twice. The only answer returned, was the discharge of three guns, and immediately afterwards of the packet's whole broadside; whereby the master, Mr. Leech, and two men were mortally, and three slightly, wounded on board the Primrose. The latter now began firing as her guns could be brought to bear; but, owing to the manœuvres of the Marlborough, the Primrose found a difficulty in firing with any effect. The Primrose then steered for the packet's quarter to run her on board, but was prevented from doing so by a boom or spare-yard that had been rigged out from her stern. The sloop's head-braces being at the same time shot away, her head-sails came aback, and she was unable for the present to close. Quickly refitting herself, the Primrose again made sail, and, closing, reopened her fire. That of the Marlborough soon slackened; and, on captain Phillott again hailing, the painful truth came out, that his antagonist was a british packet. Primrose hails, but receives no answer. Commences her fire. Marlboro' slackens her fire and the two vessels recognise each other.

The damages received by the Marlborough, as admitted by captain Bull and his officers, were of a very serious nature. Two 32-pound shot had Damage and loss on board each.

1814. March. passed through just below the water's edge; and the packet, in consequence, had three and a half feet water in the hold, and, by its rapid increase, was reduced to nearly a sinking state. Her masts also were much injured, and her standing and running rigging nearly all shot away. Her loss, on this unfortunate occasion, amounted to adjutant Andrews of the 60th regiment, and another passenger, killed, and the master and nine or ten men wounded. Except a shot through her mainmast, the principal damage sustained by the Primrose has already been related: her loss amounted to one seaman killed, her master, (Andrew Leech, dangerously,) one master's mate, (Peter Belcher, severely,) and 12 seamen and marines wounded. At the request of captain Bull, the carpenter of the Primrose and one of his mates were sent on board the Marlborough, to assist in stopping her leaks.

Reason of the difference between this and former account.

The facts above detailed differ materially from those we inserted in the first edition of this work; but we shall be exonerated from blame when we mention, that our first statement was grounded upon an apparently authentic account, already before the english public; and which account, owing probably to the absence of the Primrose on a foreign station, was not contradicted. The minutes of a court of inquiry, held upon captain Phillott, on the subject of this unfortunate rencontre, have since been put into our hands; and it is thus that we have been enabled to give the only correct account of the transaction which has appeared in print.

Majestic falls in with american privateer Wasp.

On the 2d of February, at 8 P. M., latitude at noon that day 36° 41′ north, longitude 22° 11′ west, the british 56-gun ship Majestic,* captain John Hayes, steering east-half-north with the wind a moderate breeze from the south-south-east, on the look-out for the american frigate Constitution, which had sailed from Boston bay on the 1st of January, discovered on her weather bow a ship,

* See p. 206. But the Majestic mounted only one 12-pounder chase-gun.

evidently a cruiser, standing towards her. In about 20 minutes the stranger, which, as afterwards ascertained, was the american privateer Wasp, of Philadelphia, mounting 20 guns, found her mistake; and, wearing, stood to the north-east under all the canvass she could set. The Majestic made sail in chase, and continued the pursuit until daylight on the 3d; when, having got within four miles of the Wasp, she descried, about three leagues off in the south-south-east, three ships and one brig, of a very suspicious appearance, the ships especially. At 7 A. M. the Majestic made the private signal, and, receiving no answer, shortened sail to reconnoitre the strangers. These were, not, as conjectured, an american squadron, but the two french 40-gun frigates Atalante and Terpsichore, from Lorient on the 8th of January, and their prizes, a large richly-laden spanish ship, captured the day previous, named the San-Juan-de-Baptista, carrying 20 guns and 50 men, and an unarmed merchant brig. At 7 h. 30 m. the four vessels stood towards the Majestic. Having again made the private signal without effect, captain Hayes, at 8 h. 30 m. A. M., gave up the chase of the Wasp, and hauled to the wind on the larboard tack, with a light breeze from the north-north-east, more distinctly to make out the character of the strangers in the south.

1814. Feb.

While chasing her discovers two french frigates and their two prizes.

At 9 A. M. the Majestic tacked to the westward. At 9 h. 15 m., just as she had got upon the beam of the weathermost ship, which was the Terpsichore, the latter made to her consort the signal for an enemy. Captain Hayes being determined to force these ships, now clearly seen to be large frigates, to show their colours, the Majestic, at 10 A. M., tacked, hoisted her colours, and bore up for the Terpsichore. In five minutes the latter shortened sail, for the Atalante, who was some distance astern, to close; and, on the Majestic's evincing an increased eagerness to get alongside of her, the Terpsichore wore and stood towards her tardy companion, with the signal flying, "The enemy is inferior to us." The french

Chases them

1814. Feb. commodore answered this with, "Make more sail." Thinking his signal had been misunderstood, Captain Breton repeated it, but merely obtained a repetition of the answer to his first signal.

French commodore deserts his consort

As soon as the Terpsichore had joined the Atalante, which was at about 11 h. 30 m. A. M., the two frigates, formed in line ahead, with the Lima ship and merchant brig on the weather bow, seemed resolved to withstand an attack. But the Majestic, by her bold approach, extinguished the last remnant of resolution in the poor commodore; and, at 11 h. 45 m., the Atalante crowded sail nearly before the wind to the south-south-east. In a minute or two the Terpsichore, hoisting french colours, followed her consort. Both french ships carried their larboard studding-sails; and the Atalante, ludicrously enough, still kept the signal flying, "Make more sail." The armed ship and merchant brig, meanwhile, had hauled up to the eastward, also under a press of canvass.

Majestic overtakes and captures Terpsichore.

Towards noon the wind freshened, and the Majestic gained upon the Terpsichore. At 2 h. 15 m. P. M. the latter opened a fire from her stern chase-guns. At 3 P. M., being in a good position, going at the rate of 10 knots an hour, the Majestic commenced firing her bow guns with considerable effect, almost every shot striking. After a running fight, which lasted until 4 h. 49 m. P. M., the Terpsichore fired a few of her aftermost guns at the Majestic, who was then within musket-shot distance, and struck her colours, but did not shorten sail. The Majestic, in consequence, fired another shot or two; when, at 4 h. 56 m., the french frigate let all fly and brought to. The wind increasing and the prize being in a state of confusion, captain Hayes felt himself obliged to stay by her, and to suffer the other frigate, with the ship and brig, to escape. The sea, indeed, got up so very fast, that, out of 317 prisoners, 100 only could be removed; and, in effecting that, the jollyboat was stove and two of the prisoners drowned. The previous loss on

board the Terpsichore, out of a crew of 320 men and boys, amounted to three men killed and six wounded. The Majestic did not lose a man. 1814, Feb.

The behaviour of the french commodore.

We much regret our inability to give the name of the senior officer of these two french frigates, the captain of the Atalante. We should like to hold up to contempt the officer who could tamely suffer his consort to be cannonaded by an enemy's ship for one hour and three quarters, when, in a very few minutes, he might have placed himself within a few yards of the attacking force. Not a single shot did he bestow, even in defence of a prize that, besides her valuable cargo, had on board 600000 dollars in specie. Captain François-Désiré Breton deserved a braver commodore; for no one surely will say, that two french 40-gun frigates (without reckoning the 20-gun ship) ought not to have attacked the Majestic? Admitting that the nature of her metal would have justified a retreat, monsieur whoever he was should at least have waited till he had ascertained whether that metal was light or heavy.

Contrasted with that of captain Hayes.

The conduct of the Majestic, in unhesitatingly bearing down to the attack, even when the want of colours and the haze of the weather rendered it doubtful whether two of the four strangers were not american frigates, places the gallantry of captain Hayes in a conspicuous light. Even had they been the Constitution and Essex, as Captain Hayes, before the Terpsichore showed her colours, (one frigate, from her style of painting, appearing much larger than the other,) conjectured they were, so excellent a crew had the Majestic, and so well skilled were they in fighting the powerful guns which this fine ship mounted, that the result would scarcely have been doubtful: at all events, the captain and his officers, would have considered such a meeting as the most fortunate epocha of their professional lives.

Arrival of Atalante at Lorient.

On the 14th of February, off Lorient, the prize to these french frigates, the San-Juan, was recaptured by the british 38-gun frigate Menelaus, captain sir

1814. Peter Parker, the Rippon 74, captain sir Christopher Cole, in sight. On the same, or the preceding day, the Atalante succeeded in entering the port, towards which the Linn ship was steering when fallen in with, Lorient.

Commodore Rodgers chased by two french frigates

On the 5th of December, 1813, the american frigate President, commodore Rodgers, sailed from Providence, Rhode-Island, upon her third cruise; but not unseen, for the british frigate Orpheus, captain Hugh Pigot, obtained a distant view of her, and hastened with the information to her consort, the 74-gun ship Albion, captain John Ferris Devonshire. On the 25th, in latitude 19° north, longitude 35° west, the President fell in with, chased, and on making them out to be frigates, and concluding them to be british, ran from, the two french 40-gun frigates Nymphe and Méduse, from Brest upon a cruise since the latter end of November. Had these ships really been british, the President would have had a narrow escape, the headmost frigate having thrown several shot over her. By altering her course in the night, the american frigate at last got clear, and, steering to the south-west, cruised to-windward of Barbadoes until the 16th of January. The commodore then ran off Cayenne; thence off Surinam, Berbice, and Demerara, and between the islands of Tobago and Grenada; thence across the Carribean sea, along the south-east side of Porto-Rico, through the Mona-Passage, and down the north side of Jamaica.

His arrival at New-York.

Striking soundings off St.-Augustine, the President, on the 11th of February, passed Charlestown; and, on arriving off the Delaware, fell in with, in a fog, "a large vessel, apparently a man of war." This ship "disappearing," the President stood on to the northward. "From the Delaware," says the commodore, in his letter to the secretary of the american navy, "I saw nothing, until I made Sandy-Hook, when I again fell in with another of the enemy's squadrons; and, by some unaccount-

able cause, was permitted to enter the bay, although in the presence of a decidedly superior force, after having been obliged to remain outside, seven hours and a half, waiting for the tide." 1814, Feb.

The "decidedly superior force" is thus explained in a letter from one of the President's officers: "After passing the light, saw several sail, one large sail to-windward; backed our main topsail, and cleared ship for action. The strange sail came down within gun-shot, and hauled her wind on the starboard tack. We continued with our main topsail to the mast three hours, and, seeing no probability of the 74-gun ship's bearing down to engage the President, gave her a shot to-windward, and hoisted our colours; when she bore up for us, reluctantly. When within half gun-shot, backed her main topsail. At this moment, all hands were called to muster aft, and the commodore said a few, but impressive words, though it was unnecessary; for, what other stimulant could true Americans want, than fighting gloriously in the sight of their native shore, where hundreds were assembled to witness the engagement. Wore ship to engage; but, at this moment, the cutter being discovered coming back, backed again to take in the pilot, the british 74 (strange as it must appear) making sail to the southward and eastward. Orders were given to haul aboard the fore and main tacks, to run in; there being then in sight from our deck a frigate and gun-brig. The commander of the 74 had it in his power, for five hours, to bring us at any moment to an engagement, our main topsail to the mast during that time."* A curious account of his rencontre with a british "74."

"It was," adds the american writer who was so fortunate as to be favoured with a copy of this genuine american epistle, "afterwards ascertained, that the ship, which declined the battle with the President, was the Plantagenet 74, captain Lloyd. The reason given by captain Lloyd for avoiding an Plantagenet named as the ship.

* Naval Monument, &c. p. 235.

1814. Feb. engagement was, that his crew were in a state of mutiny." Another american historian says: "Captain Lloyd, after returning to England, accounted for his conduct by alleging a mutiny in his ship, and had several of his sailors tried and executed on that charge."* We are here forcibly reminded of the old Munchausen story, where one man declares that he drove a nail through the moon, and his companion, determined both to back and to outdo him, swears he clinched it.

To captain Lloyd's regret, even had the Constitution been in company with the President, the Plantagenet, (whose crew was one of the finest and best disposed in the service,) at noon on the 18th of February, the day on which this "strange" event happened, was in latitude 25° 27′ north, longitude 43° 45′ west, steering east-south-east, or towards Carlisle bay, Barbadoes. No: it was the british 38-gun frigate Loire, captain Thomas Brown, that lay off the Hook. At 9 h. 40 m. A. M. the Loire first descried the President in the north-north-west, and, with the wind from the west-south-west, made all sail in chase; but at 10 h. 30 m., making out the President to be what she was, the Loire shortened sail and hauled to the wind. The fact is that, out of her complement of 352 men and boys, the Loire had 75 of her best men, including of course several officers and petty officers, absent in prizes; and, of the remaining 277, nearly 20 were boys, and about 40 too sick to attend their quarters: consequently, the effective crew of the Loire did not exceed 220 men. Had the Loire been fully manned, we may readily infer what course captain Brown would have pursued; and, as his complement was ample, and he had been particular in exercising his men at the guns, if the President, contrary to what her movements indicated, had waited to engage, commodore Rodgers, in all probability, would have found the conquest of a british

Proved to be Loire frigate.

Her badly manned state.

* Sketches of the War, &c. p. 240.

18-pounder frigate, by an american 44, not so easy a task as he had been led to expect. 1814. Feb.

We formerly noticed the sailing, on the 27th of October, 1812, of the United States' 32-gun frigate Essex, captain David Porter, from Delaware bay, on a cruise in the Pacific, conjointly with the Constitution and Hornet.* Not finding either of these ships at the appointed rendezvous, captain Porter resolved to proceed alone round Cape Horn; and on the 14th of March, 1813, having previously captured the british packet Nocton and taken out of her 11000*l.* sterling in specie, the Essex arrived at Valparaiso, on the coast of Chili. Captain Porter here refitted and provisioned his frigate, and then cruised along the coast of Chili and Peru, and among the Gallapagos islands, until October; by which time he had captured 12 british whale-ships. Essex sails from the Delaware and arrives at Valparaiso

Having taken several american seamen out of a peruvian corsair and decoyed several british seamen out of his prizes, captain Porter armed and manned two of the whale-ships as cruisers. One of them, late the Atlantic, but newly named the Essex-Junior, was armed with 20 guns, (10 long 6-pounders and ten 18-pounder carronades,) and manned with a crew, officers included, of 95 men; and lieutenant John Downes, who had the command of her, taking under his charge the Hector, Catherine, and Montezuma, proceeded with them to Valparaiso. On the return of the Essex-Junior from this service, the Essex, with the remaining three prizes, (three having been sent to America, and two given up to the prisoners,) steered for the island of Nooaheevah, one of the Marquesas. Here captain Porter completely repaired the Essex; and, sailing thence on the 12th of December, in company with the Essex-Junior, returned, on or about the 12th of January, 1814, to Valparaiso. Takes several whale-ships, and arms two of them.

On the 8th of February, at 7 A. M., the british

* See p. 182.

1814. Feb. Phœbe and Cherub find Essex and Essex-Junior at Valparaiso

18-pounder 36-gun frigate Phœbe, captain James Hillyar, accompanied by the 18-gun ship-sloop Cherub, captain Thomas Tudor Tucker, when standing in towards the harbour of Valparaiso, in quest of the Essex and the three ships which captain Porter was represented to have armed, discovered the Essex-Junior off the port, and, shortly afterwards, the Essex herself and two of her three prizes, the Montezuma and Hector, at anchor within it. At 11 h. 15 m. A. M. captain Hillyar spoke the Essex; and at 11 h. 30 m. the Phœbe and Cherub anchored at no great distance from her. The established force of the Phœbe was precisely what we supposed it to be in May, 1811;* but, profiting by the example of the Americans, captain Hillyar had since mounted one swivel in the fore, two in the main, and one in the mizen top of the Phœbe, and had also fitted her 18-pounder boat-carronade, and another carronade, a 12-pounder, as broadside-guns. The force of the Cherub was 18 carronades, 32-pounders, on the main deck, and on the quarterdeck and forecastle six carronades, 18-pounders, and two sixes. The 46 guns of the Essex have already been described.†

Motto-flags hoisted on each side.

On the 9th, at 9 A. M., captain Porter began his attempts upon the loyalty of the Phœbe's seamen, by hoisting at his fore topgallantmast-head a white flag, with the motto, "FREE TRADE AND SAILORS' RIGHTS." This, in a little while, the Phœbe answered, with the St.-George's ensign, and the motto, "GOD AND COUNTRY, BRITISH SAILORS' BEST RIGHTS: TRAITORS OFFEND BOTH." On this the crew of the Essex manned her rigging and gave three cheers, which the Phœbe's crew presently returned. On the 12th captain Porter's motto mania returned, and the Essex hoisted a flag inscribed with the words, "GOD, OUR COUNTRY, AND LIBERTY: TYRANTS OFFEND THEM."

On the 15th, at 7 A. M., the Essex-Junior was towed out of the harbour. At 8 A. M. the Phœbe

* See p. 31. † See p. 123.

and Cherub weighed and stood after her; and at noon, finding she could not escape, the Essex-Junior returned to the anchorage, passing ahead of the Phœbe within pistol-shot. On the 23d, when the two british ships were cruising in the bay, the Essex weighed and stood out, but in about an hour resumed her station in the harbour. On the 25th captain Porter had his prize, the Hector, towed out to sea and set fire to. On the 27th, at about 6 h. 45 m. P.M., when the Phœbe was about four miles west-north-west of the anchorage, and the Cherub about six miles north by west of her, the Essex and Essex-Junior got under way with a light breeze from the westward, and stood out towards the british frigate. On seeing them approach, the Phœbe backed her main topsail and hoisted her colours. At this moment, by a mere accident as it appears, a gun went off from the Phœbe's windward side. This was at once interpreted by captain Porter into a challenge. At 7 h. 20 m. P.M., as the Phœbe was in the act of wearing to bring her starboard guns to bear, the Essex and Essex-Junior hauled to the wind on the starboard tack, and the former fired one gun to-windward. Soon after this little flourish, captain Porter and his lieutenant stood for the anchorage, followed by captain Hillyar under all sail.

1814. Feb. Both american ships try to escape but are chased back.

Beyond a second attempt of the Essex-Junior to escape, made and frustrated on the 3d of March, nothing further of consequence happened until the 28th of the month, when the Essex put in practice a well-concerted plan for freeing herself from the further annoyance of her watchful enemy. It was the intention of captain Porter, as he himself states, to allow the Phœbe and Cherub to chase the Essex out of the bay, in order to afford to the Essex-Junior the opportunity of getting to sea; and, if the plan succeeded, the two american ships were to effect their junction at the Marquesas. The wind being, as it usually is, to the southward, any scheme that would draw the two british ships to the north-east or the

Capt. Porter practises an unsuccessful ruse to draw british ships from the port.

1814. March. lee side of the bay, could not fail to favour the escape of the two american ships. Accordingly, from about midnight to past 1 A. M. on the 28th, a quantity of blue-lights and rockets were burnt and thrown up in the north-east and in the north. The Phœbe and Cherub, as may be supposed, chased in those directions; but, finding no answer returned to the lights they each hoisted, the two captains suspected who were the makers of the signals, and again hauled to the wind. Daylight found the Essex and Essex-Junior at their moorings, and the two british ships rather too close to the port, to justify the american ships in attempting their escape.

Essex driven out of Valparaiso by a gale, loses her fore topmast, and anchors near the shore.

A fresh south-south-east wind now blew, and so increased towards 3 P. M., that the Essex parted her larboard cable, and dragged her starboard anchor out to sea. Sail was presently set upon the ship; and seeing a prospect of passing to-windward of his two opponents, captain Porter began to chuckle at his good fortune in having been blown out of the harbour. Just, however, as the Essex was rounding the point at the west end of the bay, the accomplishment of which would have set captain Porter free, a heavy squall struck the ship and carried away her main topmast. The Essex now bore up, followed by both british ships, and at 3 h. 40 m. anchored within half a mile of the shore, in a small bay about a mile to the eastward of Point Caleta. The Essex then hoisted one motto-flag at the fore, and another at the mizen, topgallantmast-head, and one american ensign at the mizen peak, and lashed a second in the main rigging. Not to be outdone in decorations, the two british ships hoisted their motto-flags, along with a handsome display of ensigns and union-jacks.

Phœbe commences firing at her.

At 4 P. M., when the Phœbe was standing towards the starboard quarter of the Essex, at about a mile distant, a squall from the land caused the ship to break off, and prevented her from passing, as had been captain Hillyar's intention, close under the american frigate's stern. At 4 h. 10 m., having fetched as

near as the wind would permit, the Phœbe commenced firing her starboard guns, but with very little effect owing to the great distance. In five minutes more the Cherub, who lay on the Phœbe's starboard quarter, opened her fire; the Essex returning the fire of both ships with three long 12-pounders run out of her stern ports. At 4 h. 30 m. P. M. the two british ships, being very near the shore, ceased firing, and wore round on the larboard tack. While the Phœbe was wearing, a shot from the Essex passed through several folds of her mainsail as it hung in the brails, and prevented it from being reset in the strong wind which was then blowing. Her jib-boom was also badly wounded, and her fore, main, and mizen stays shot away. Having, besides increasing her distance by wearing, lost the use of her jib, mainsail, and main stay, the Phœbe was now at too great a distance to fire more than one or two random shot. At 4 h. 40 m. the Phœbe tacked towards the Essex; and captain Hillyar soon afterwards informed captain Tucker, by hailing, that it was his intention to anchor, but that the Cherub must keep under way.

1814. March. Cherub also.

On closing the Essex at 5 h. 35 m., the Phœbe recommenced a fire from her bow guns; which was returned by the former, the weather at this time nearly calm. In about 20 minutes the Essex hoisted her flying jib, cut her cable, and, under her foresail and fore topsail, endeavoured to run on shore. This exposed her to a tolerably warm cannonade from the Phœbe; but the Cherub, owing to the baffling winds, was not able to get near. Just as the Essex had approached the shore within musket-shot, the wind shifted from the land, and paid her head down upon the Phœbe. That not being a course very desirable to captain Porter, the Essex let go an anchor, and came to within about three quarters of a mile of the shore.

Close action commences and Essex tries to run on shore.

The object now was to get the specie and other

1814. March. Loads specie, &c. and surrenders.

valuables in the ship removed on shore; and, as the boats of the Essex had been nearly all destroyed, it was considered fortunate that lieutenant Downes was present with the three boats from the Essex-Junior. A portion of the british subjects belonging to the crew took this opportunity of effecting their escape; and others, alarmed by captain Porter's report that "flames were bursting up each batchway," flames of which not a trace could afterwards be discovered, leaped overboard to endeavour to reach the shore. In the midst of all this confusion, at about 6 h. 20 m. P. M., the Essex hauled down her numerous flags, and was taken possession of just in time to save the lives of 16 of her men, who were struggling in the waves; 31 appear to have perished, and between 30 and 40 to have reached the shore.

Damage and loss on board Phœbe and Cherub

The dunnages of the Phœbe were trifling. She had received seven 32-pound shot between wind and water, and one 12-pound shot about three feet under water. Her main and mizen masts, and her sails and rigging, were rather seriously injured. Out of her crew of 278 men, and 22 boys, total 300, the Phœbe had her first lieutenant (William Ingram) and three seamen killed, four seamen and marines severely, and three slightly wounded. The Cherub's larboard foretopsail sheet was shot away, and replaced in five minutes: several of her lower shrouds were cut through, also the main topmast-stay, and most of the running rigging; and three or four shot struck her hull. One marine killed, her commander severely, and two marines slightly, wounded, was all the loss which that ship sustained; making the total loss on the british side five killed and 10 wounded. When the Essex was boarded by the british officers, buckets of spirits were found in all parts of the main deck, and most of the prisoners were in a state of intoxication. This decided proof, that "american sailors want no grog," accounts for the Phœbe and Cherub having sustained their principal injury during

the first three broadsides. Afterwards, the firing of the Essex became very irregular; and nearly all her shot went over the british ships. 1814.

The damages of the Essex were confined to her upperworks, masts, and rigging. "The battered state of the Essex," says captain Porter, "will, I believe, prevent her ever reaching England." There is strong reason to believe that the greater part of the Essex-Junior's crew came on board the Essex, and returned when the colours were about to be struck; but we shall consider the american frigate to have commenced action with only 260 men, and five lads or boys. Out of this number, the Essex, as far as is borne out by proof, (the only safe way where an American is concerned,) had 24 men killed, including one lieutenant, and 45 wounded, including two acting lieutenants and the master. But captain Porter, thinking by exaggerating his loss, both to prop up his fame and account for the absentees of his crew at the surrender, talks of 58 killed and mortally wounded, 39 wounded severely, and 27 slightly. How then did it happen, that 23 dead (lieutenant Wilmer had been previously knocked overboard and drowned) were all that were found on board the Essex, or that were reported as killed to the British? As only 42 wounded were found in the Essex, and only three were acknowledged to have been taken away by lieutenant Downes, what became of the remaining 21? The loss, too, as we have given it, is quite as much as from the damages of the Essex one might suppose that she had sustained. But it is captain Porter, the author of the "Journal of a Cruise into the Pacific, &c.," who has made these extraordinary statements; therefore, no more need be said about them. Same on board Essex.

For having done what was done, no merit is claimed by the two british captains. They had heard so much of american prowess, that they expected little short of being blown out of the water; and yet, after the Essex had struck, the Phœbe, without the Remarks on the action.

1814. assistance of the Cherub, was ready to tackle with another american frigate of the same force. On the 31st of May the Phœbe and Essex, the latter commanded by lieutenant Charles Pearson, set sail for England; and on the 13th of November, having stopped some time at Rio-Janeiro, the two ships anchored in Plymouth sound. Lieutenant Pearson was immediately promoted to the rank of commander.

Account of capt. Porter's prizes. Let us now endeavour to trace what became of the 12 whale-ships captured by the Essex. On the 25th of July, 1813, captain Porter despatched home the Georgiana armed with 16 guns, manned with a lieutenant and about 40 men, and laden with a "full cargo of spermaceti oil, which would be worth, in the United States, about 100000 dollars." She was captured in the West Indies, by the 18-pounder 36-gun frigate Barrossa. The Policy, laden also with a full cargo of oil, was retaken by the Loire frigate; and the New-Zealander, having on board "all the oil of the other prizes," by the Belvidera. The Rose and Charlton were given up to the prisoners. The Montezuma, it is believed, was sold at Valparaiso. The Hector and Catherine, with their cargoes, were burnt at sea. The Atlantic, afterwards called the Essex-Junior, was disarmed by the orders of captain Hillyar, and sent to America as a cartel. The Sir-Andrew-Hammond was retaken by the Cherub; the Greenwich, burnt by the orders of the american officer in charge of her; and the Seringapatam, taken possession of by her american crew. The mutineers carried her to New South-Wales; whence she was brought to England, and delivered up to her owners, on payment of salvage. Thus have we the end of all the "prizes taken by the Essex, in the Pacific, valued at 2500000 dollars;" and, as another item on the debit side of captain Porter's account, the Essex herself became transferred to the british navy.

Letter of capt. Hillyar. At the risk of being charged with impiety, we must express a wish that, instead of announcing his success in the words: "It pleased the Almighty

Disposer of events to bless the efforts of my gallant companions, and my personal, very humble ones, with victory," captain Hillyar had stated, in a plain manner, the surrender of the Essex, and left the public to judge, by what means, other than the well-directed 18-pounders of the Phœbe, the comparatively unimportant event had been brought about. It was only a few months before, that an american commander announced his success over a lilliputian british fleet on Lake Erie, in the following words: "It has pleased the Almighty to give to the arms of the United States a signal victory over their enemies on this lake." We remember, also, looking over the log-books of british ships, and some hundreds have passed under our inspection, once coming to the words, "Mustered the crew and read prayers for the victory." And what was the "victory"? Why, the success of three ships over one, and that not until after the sacrifice of nearly 100 lives. In our view of the matter, appeals to the Deity on such occasions of blood and carnage are, to say the least of them, quite at variance with the spirit of true religion. 1814.

The best part of captain Hillyar's public letter is, we think, the following passage: "The defence of the Essex, taking into consideration our superiority of force, the very discouraging circumstance of her having lost her main topmast, and being twice on fire, did honour to her brave defenders, and most fully evinced the courage of captain Porter, and those under his command. Her colours were not struck, until the loss in killed and wounded was so awfully great, and her shattered condition so seriously bad, as to render further resistance unavailing." Captain Hillyar penned this encomium two days after the action, and nothing could better evince the goodness of his heart; but he soon found that he had praised the unworthy. As one proof among many that could be adduced, captain Porter, in a letter dated in July, accuses captain Hillyar of acting towards him with "perfidy." Yet the conduct of this same Undeserved encomium on capt. Porter.

1814. April. slanderer of a gallant british officer, of this same captain David Porter, of whom few in his own country will venture to speak well, is declared by our contemporary to have been "perfectly honourable."*

Early in the month of February the first launched of the american "18-gun" ship-sloops, of which we formerly gave some account,† the Frolic, commanded by master-commandant Joseph Bainbridge, sailed from Portsmouth, New-Hampshire. On the 20th of April, at daylight, latitude 24° 12′ north, longitude 81° 25′ west, the Frolic fell in with the british 18-pounder 36-gun frigate Orpheus, captain Hugh Pigot, and 12-gun schooner Shelburne, lieutenant David Hope. When the chase commenced, both british ships were to-leeward; but, in an hour or two, the schooner weathered the american ship. At a few minutes past noon the Orpheus, then on the Frolic's lee quarter, standing upon the opposite tack, fired two shot, both of which fell short. However, they produced as good an effect as if they had struck the american ship between wind and water; and, in about half an hour, just as the Shelburne was closing her, down went the "star-spangled banner" and its stripes from the Frolic's mizen peak. As soon as the Orpheus, who was but an indifferent sailer, could get near enough to take possession of her, this fine american sloop of war was found with 171 officers and men, all "high-minded Americans," on board.

Frolic strikes to Orpheus and Shelburne without resistance.

According to the report of the british officers, this gentle surrender was attended with a circumstance in other respects disgraceful to the Frolic's officers and crew. The locks of the great guns were broken, and the muskets, pistols, pikes, swords, bar and chain shot, &c. were thrown overboard, together with the pendant that was struck! A Nassau paper, of the 25th of April, adds: "The purser's store-room was next sacked; then the men got into the gun-room and the captain's cabin, and pillaged them.

Shameful proceedings of the Americans on board.

* Brenton, vol. v. p. 161. † See p. 214.

In short, the ship, we are told, bore the semblance of a town given up to the pillage of soldiery." Perhaps these gentlemen were determined that, as their ship had not behaved like a man of war, they would destroy all appearance of her having been one. 1814. Feb.

We should not have hesitated to call a french, or even a british captain, who had acted as master-commandant Joseph Bainbridge of the United States' navy did in this instance act, a ——; but we will not again soil our pages with a name that, in the few instances in which it occurs, has not, we trust, been wrongfully applied. The court of inquiry, which sat upon the Frolic's loss, "honourably acquitted" the officers and crew. One excuse was, that the lee guns of the american ship had been thrown overboard. So they were, but not until long after the Orpheus had begun chasing her. Captain Bainbridge might as well have urged, that he had no locks, pistols, &c., because he and his crew had destroyed and thrown them overboard just before possession was taken. Remarks on the conduct of captain Joseph Bainbridge.

The master-commandant, who performed this exploit, is the brother of the commodore, who did so much for the national glory by capturing the Java; and, from his great interest, (a sway that even republics can feel,) the former is now a captain. Let, then, captain Joseph Bainbridge, if the subject be not a sickening one to him, turn over these pages, and count how many instances he can find of conduct like his own. Enough of such a character: suffice it, that the British became possessed, at an easy rate, of a finer 22-gun ship than any they had previously owned; a vessel with excellent quarters, and of extraordinary large scantling. The Frolic, or Florida, as she was newly named, came into british possession very opportunely for elucidating the merits of the three actions which we have next to record. His promotion.

On the 23d of February the british 18-gun brig-sloop Epervier, captain Richard Walter Wales,

1814. Feb. (sixteen 32, and two 18 pounder* carronades,) cruising off Cape Sable, captured, without opposition, the american privateer-brig Alfred, of Salem, mounting 16 long 9-pounders, and manned with 108 men; the british 3£-gun frigate Junon, captain Clotworthy Upton, in sight about 10 miles to-leeward. On his way to Halifax with his prize, captain Wales discovered that a part of his crew had conspired with the late crew of the Alfred, to rise upon the british officers, and carry one vessel, if not both, into a port of the United States. As the readiest mode to frustrate the plan, captain Wales persevered against a gale of wind, and on the 25th arrived at Halifax. He immediately represented to the commanding officer of the port, the insufficiency of the Epervier's crew for any service; and, in particular, expressed his doubts about their loyalty, from the plot in which they had recently been engaged. However, the affair was treated lightly; and on the 3d of March the Epervier, without a man of her crew being changed, sailed, in company with the Shelburne schooner, for the "protection" of a small convoy bound to Bermuda and the West Indies.

Epervier sails from Halifax with a disaffected crew.

Having reached her outward destination in safety, the Epervier, on the 14th of April, sailed from Port-Royal, Jamaica, on her return to Halifax; and, as if the reputation of her officers and of the flag she bore was not enough for such a crew as the Epervier's to be intrusted with, the brig took on board at Havana, where she afterwards called, 118000 dollars in specie. On the 25th of April the Epervier sailed from Havana, in company with one of the vessels, an hermaphrodite brig bound to Bermuda, which she had convoyed from Port-Royal. On the 29th, at about 7 h. 30 m. A.M., latitude 27° 47′ north, longitude 80° 7′ west, a ship under russian colours, from Havana bound to Boston, joined the Epervier, then

Falls in with the Fencook.

* These captain Wales had taken on board at Halifax, in lieu of the two long sixes and launch-carronade.

steering north by east, with the wind about east-south-east. Shortly afterwards a large ship was discovered in the south-west, apparently in chase of the convoy. At 9 A. M. the Epervier hauled to the wind on the larboard tack, so as to keep between her convoy and the stranger; whom we may at once introduce as the United-States' ship-sloop Peacock, of 20 carronades, 32-pounders, and two long 18s, captain Lewis Warrington, from New-York since the 12th of March. 1814. April.

No answer being returned to the brig's signals, the english ensign and pendant flying on board the Peacock did not remove the suspicions of her being an enemy; and accordingly the Epervier made the signal to that effect to her convoy. At 9 h. 40 m. A. M. the Peacock, who had approached rapidly on account of the wind having veered to the southward, hauled down the english colours, and hoisted the american flag at almost every mast and stay. At 10 A. M., when within half gun-shot of the Epervier, the Peacock edged away, as if to bring her broadside to bear in a raking position. This the brig evaded by putting her helm up, until close on the Peacock's bow, when she rounded to and fired her starboard guns. With this their first discharge, the three aftermost carronades became unshipped by the fighting-bolts giving way. The guns, however, were soon replaced; and, having, when she got abaft the beam of her opponent, tacked and shortened sail, the Epervier received the broadside of the Peacock, as the latter kept away with the wind on the larboard beam. Although the first fire of the american ship produced no material effect, a continued discharge of star and bar shot cut away the rigging and sails of the brig, and completely dismantled her. Just as the Epervier, by a well-directed fire, had brought down her opponent's fore yard, several of the carronades on the larboard side behaved as those on the starboard side had done, and continued to upset, as often as they were replaced and discharged.

Action commences

Epervier's carronades unship.

1814. April. The breeching bolts give way.

In the midst of this confusion, the main boom, having been shot away, fell upon the wheel, and the Epervier, having had her head-sails all cut to pieces, became thrown into a position to be raked; but, fortunately for the brig, the Peacock had too much headway, to rake her with more than two or three shot. Having by this time shot away the brig's main topmast, and rendered her completely unmanageable, the Peacock directed the whole of her fire at her opponent's hull, and presently reduced the Epervier's three waist guns to the disabled state of the others. At 11 A. M., as if the defects in the fighting-bolts were not a sufficient disaster, the breeching-bolts began to draw. There being no immediate remedy here, an effort was made to get the brig round, in order to present a fresh broadside to the enemy; but it was found impracticable, without falling on board the Peacock.

Misbehaviour of her crew.

As a last resource, and one which british seamen are generally prompt to execute, captain Wales called the crew aft, to follow him in boarding; but these gentlemen declined a measure so fraught with danger. The Epervier having now one gun only wherewith to return the fire of the 11 guns of her antagonist; being already with four feet and a half water in her hold, and her crew falling fast beneath the heavy and unremitting fire of the Peacock, no alternative remained but to strike the colours, to save the lives of the few remaining good men in the vessel. This was done at 11 h. 5 m. A. M., after the firing had lasted an hour; during three quarters of which the vessels lay close together, and during more than half of which, owing to the defects in the brig's armament, the successful party had it all to himself.

She surrenders.

Damage and loss on each side.

Besides the damages already detailed, the Epervier had her fore rigging and stays shot away, her bowsprit badly wounded, and her foremast cut nearly in two and left tottering, and which nothing but the smoothness of the water saved from falling. Her

hull, as may be imagined, was pierced with shot-holes on the engaged or larboard side, both above and below water. The brig's loss, out of a crew of 101 men and a passenger, and 16 boys, amounted to eight killed and mortally wounded, and 15 wounded severely and slightly, including among the former her very gallant first lieutenant, John Hackett; who, about the middle of the action, had his left arm shattered, and received a severe splinter-wound in the hip, but who yet would hardly suffer himself to be carried below. Captain Warrington states, we believe with truth, that the Peacock's principal injury was the wound in her fore yard. Not a shot, by his account, struck the ship's hull; and her loss, in consequence, out of a crew of 185 picked seamen, without a boy among them, amounted to only two men wounded, neither of them dangerously. 1814, April.

A statement of comparative force would, in this case, be next to a nullity; as how could we, with any show of reason, confront eight carronades that overset the moment they were fired, with 10 carronades that remained firm in their places to the last. For any damage that such a vessel as the Epervier could have done to her, the Peacock might almost as well have fought with the unarmed russian ship that had just quitted the former's company, and then have boasted, as captain Warrington did, how many shot the Peacock placed in her antagonist's hull, and how free from any she escaped in her own. Remarks on the action.

At the time she engaged the Peacock, the Epervier had but three men in a watch, exclusively of petty officers, able to take helm or lead; and two of her men were each 70 years of age! She had some blacks, several other foreigners, lots of disaffected, and few even of ordinary stature: in short, the crew of the Epervier was a disgrace to the deck of a british man of war. Had, instead of this, the Epervier been manned with a crew of choice seamen, equal in personal appearance to those received out of the Chesapeake and Argus, after they had been Her bad manned state.

1814. June. respectively carried by boarding, we might have some faith in captain Porter's assertion, that british seamen were not so brave as they had been represented. But, shall we take the Epervier's crew as a sample of british seamen? As well might we judge of the moral character of a nation by the inmates of her jails, or take the first deformed object we meet, as the standard of the size and shape of her people.

Defects in the guns evidence of want of practice.

We must be allowed to say that, had the Epervier's carronades been previously fired in exercise, for any length of time together, the defect in the clinching of her breeching-bolts, a defect common to the vessels of this and the smaller classes, nearly all of them being contract-built, would have been discovered, and perhaps remedied. Even one or two discharges would have shown the insufficiency of the lighting-bolts. We doubt, however, if any teaching at the guns could have amended the Epervier's crew: the men wanted, what nature alone could give them, the hearts of Britons.

Reindeer encounters and engages Wasp.

On the 28th of June, at daylight, latitude 48° 36′ north, longitude 11° 15′ west, the british 18-gun brig-sloop Reindeer, captain William Manners, steering with a light breeze from the north-east, discovered and chased in the west-south-west the United States' ship-sloop Wasp, captain Johnston Blakeley. The latter was the sister-ship to the Peacock and armed every way the same. The Reindeer, built of fir in 1804, was a sister-brig to the Epervier, but not so heavily armed, having, on account of her age and weakness, exchanged her 32-pounder carronades for 24-pounders; 16 of which, with two sixes and a 12-pounder boat-carronade, formed her present armament.

By 1 P. M. the two vessels had approximated near enough to ascertain that each was an enemy; and, while one manœuvred to gain, the other manœuvred to keep, the weathergage. At 2 P. M. the Wasp hoisted her colours, and fired a gun to-windward; and immediately the Reindeer, whose colours had

been previously hoisted, fired a gun also to-windward, as an answer to the challenge. At 3 h. 15 m. P. M., being distant about 60 yards on the Wasp's starboard and weather quarter, the Reindeer opened a fire from her boat-carronade mounted upon the topgallant forecastle. This she repeated four times; when at 3 h. 26 m., putting her helm a-lee, the Wasp luffed up and commenced the action with the after carronade and the others in succession. The Reindeer returned the fire with spirit, and a close and furious engagement ensued. 1814. June.

After the mutual cannonade had lasted about half an hour, the Reindeer, owing to her disabled state, fell with her bow against the larboard quarter of the Wasp. The latter immediately raked her with dreadful effect; and the american riflemen in the tops picked off the british officers and men in every part of the deck. It was now that captain Manners showed himself a hero. The calves of his legs had been partly shot away early in the action; yet did he keep the deck, encouraging his crew, and animating, by his example, the few officers remaining on board. A grape or canister shot passed through both his thighs: he fell on his knees, but quickly sprang up; and, although bleeding profusely, resolutely refused to quit the deck. Perceiving at this time the dreadful slaughter which the musketry in the Wasp's tops was causing among his crew, this gallant young officer called out to them, "Follow me, my boys, we must board." While with that object in view climbing into the Reindeer's rigging, two balls from the Wasp's main top penetrated his skull, and came out beneath his chin. Placing one hand on his forehead, and with the other convulsively brandishing his sword, he exclaimed, "O God!" and dropped lifeless on his own deck!

Falls on board of her.

Gallant behaviour and death of capt. Manners.

To live with fame
The gods allow to many: but to die
With equal lustre, is a blessing Heaven
Selects from all the choicest boons of fate,
And with a sparing hand on few bestows.—*Glover.*

1814. Having lost, besides her captain, nearly the whole of her officers and more than half her men, the Reindeer was wholly unable to oppose the Wasp's overwhelming numbers. Accordingly, at about 4 P.M., the american crew rushed on board, and received possession of their hard-earned trophy from Mr. Richard Collins, the captain's clerk, the senior officer alive on deck.

Reindeer surrendered.

Damage and loss on board of her.

In a line with her ports, the Reindeer was literally cut to pieces: her upperworks, boats, and spare spars were one complete wreck. Her masts were both badly wounded; particularly her foremast, which was left in a tottering state. Out of her crew of 98 men and 20 boys, the brig had her commander, purser, (John Thomas Barton,) and 23 petty officers, seamen, and marines killed, her first and only lieutenant on board, (Thomas Chambers,) one master's mate, (Matthew Mitchell,) one midshipman, (Henry Hardiman,) her boatswain, (all badly,) and 37 petty officers, seamen, and marines wounded; total, 25 killed, and 42 wounded, 27 of the number dangerously and severely. One of the men was wounded in the head by a ramrod; which, before it could be extracted, required to be sawed off close to the skull. The man, notwithstanding, recovered. After receiving this desperate wound, he, like his gallant chief, refused to go below; saying to those who begged him to leave his gun: "If all the wounded of the Reindeer were as well able to fight as I am, we should soon make the american strike."

Name of Wasp's guard.

The sails and rigging of the Wasp were a good deal cut. "Six round shot and many grape," captain Blakeley says, struck her hull. We should imagine, from the Wasp's acknowledged loss, that a few more had either perforated her thick sides or entered at her port-holes. One 24-pound shot passed through the centre of the foremast; and yet it stood: a tolerable proof of its large dimensions. Out of 173 men and two boys in complement, the

Wasp had two midshipmen and nine seamen and marines killed and mortally wounded, and 15 petty officers, seamen, and marines wounded severely and slightly. Doubtless, a great part of the Wasp's loss arose from the determined efforts of the Reindeer's crew to board; but how, taking the relative numbers as they at first stood, could 98 men succeed against 173? 1814. June.

COMPARATIVE FORCE OF THE COMBATANTS.

		REINDEER.	WASP.
Broadside-guns	No.	9	11
	lbs.	198	338
Crew (men only)	No.	98	173
Size	tons	385	539

Notwithstanding this decided disparity of force, the weaker party was the assailant; nor can the british commander be accused of rashness, both vessels being "sloops of war." The force employed by the Wasp, stationed upon a floating body, varying a trifle in construction, would have entitled the Reindeer to seek her safety in flight. But, had she run from the Wasp, Mr. Madison would have exulted as much, in announcing that a british ship had been chased, as captured, by an american ship "of the same class;" and even Britons would have considered the act as a stigma upon the national character. This may be pronounced one of the best-fought sloop-actions of the war. The british crew had long served together, and captain Manners was the idol and delight of his men. They were called the pride of Plymouth. Gallant souls! they wanted but as many more like themselves as would have brought them in number within a fourth of their opponents; and the Americans would have had to rue the day that the Wasp encountered the Reindeer. Remarks on the action.

On the 29th, in the afternoon, on a breeze springing up, the foremast of the prize went by the board; and on the same evening, finding the Reindeer too Reindeer is set on fire

1814. much shattered to keep the sea, and too old and worthless, had she been otherwise, to be worth carrying into port, captain Blakeley set fire to and destroyed her. The Wasp then steered for Lorient, to refit and renovate her crew, and on the 8th of July anchored in that port.

and Wasp arrives at Lorient.

Account omitted by captain Brenton.

It will appear surprising, that an action so pregnant with circumstances calculated to excite the sympathy of the brave of all nations, an action in the conduct of it, from first to last, so highly honourable to the character of the british navy, as that of the Reindeer and Wasp, should be altogether omitted by an english naval historian; by a writer, especially, who claims the honour to belong to that very profession of which the gallant Manners was a member. But every friend to the memory of the youthful hero, every well-wisher to the cause of the british navy, will rejoice to find, that captain Brenton has not even glanced at the action of the Reindeer and Wasp, when he discovers that, in the Avon's case, (to which we shall come presently,) the Wasp is described as a "brig," mounting eighteen 32-pounder carronades and two sixes, with 140 men.* Recollecting the mistake about the force of the Peacock, the Hornet's opponent,† we have not a doubt that captain Brenton would have made a similar mistake respecting the Reindeer; and then, what with underrating the force on one side and overrating it on the other, the merits of the action would have been entirely changed.

Wasp sails again on a cruise and is engaged by the Avon.

On the 27th of August the Wasp, thoroughly refitted and manned, sailed from Lorient to resume her cruise; and on the 1st of September, at 7 P. M., latitude 30° north, longitude 11° west, going free on the starboard tack, with the wind at south-east, captain Blakeley fell in with the british 18-gun brig-sloop Avon, (sixteen 32-pounder carronades and two sixes,) captain the honourable James Arbuthnot,

* Brenton, vol. v. p. 141. † See p. 282.

nearly ahead, steering about south-west. At 7 h. 34 m. P. M. the Avon made night-signals to the Wasp; which the latter, at 8 P. M., answered with a blue-light on the forecastle. At 8 h. 38 m. the Avon fired a shot from her stern-chase gun; and, still running on to the south-west, fired a second shot from her starboard and lee side. At 9 h. 20 m., being then on the weather quarter of the Avon, the Wasp was hailed by the latter, "What ship is that?" and answered by the question, "What brig is that?" The Avon replied with her name, but it was not heard on board the Wasp. The former again asked, "What ship is that?" and was told to heave to and she would be informed. The question was repeated, and answered to the same effect. An american officer then went forward on the Wasp's forecastle, and ordered the Avon to heave to; but the latter declined doing so, and at 9 h. 25 m. P. M. set her larboard foretopmast studding-sail. 1814. Aug.

At 9 h. 26 m. P. M. the Wasp fired her 12-pounder carronade: whereupon the Avon commenced the action by a discharge from her larboard guns. The Wasp then kept away, and, running under the brig's lee, at 9 h. 29 m., opened her broadside. Almost the first fire from the american ship, consisting of star and bar shot, cut away, along with other parts of her rigging, the slings of the brig's gaff; and, on the immediate fall of the latter, the boom-mainsail covered the quarterdeck guns on the side engaged, the only ones that would at this time bear. Shortly afterwards the brig's mainmast fell by the board. Thus rendered completely unmanageable, the Avon lost all advantage to be derived from manœuvring; and, what with the wreck lying upon some of her guns, and the upsetting of others from the usual defects in their fastenings, the brig could make little or no return to the animated fire maintained by the Wasp; who, on this occasion, (recollecting what she had lately suffered by allowing the British Close action commences. Avon's carronades upset.

1814. Aug. an opportunity to board,) fought much more warily than in her action with the Reindeer.

Avon surrenders when sinking but Castilian prevents Wasp from taking possession.

At 10 h. 12 m. P. M., according to captain Blakeley's minutes, but at a time much nearer 11 P. M., as will presently be proved, the Wasp hailed the Avon, to know if she had surrendered, and received an answer in the affirmative. When, says captain Blakeley, "on the eve of taking possession," the Wasp discovered "a sail close on board of her." This sail was the british 18-gun brig-sloop Castilian, (same force as Avon,) captain David Brainer. It was exactly at 11 P. M. that the Castilian came near enough to ascertain that one vessel was a dismasted brig, (supposed to be the Avon,) and the other a ship. The Castilian immediately chased the Wasp, then without either light or ensign. After having hailed several times without effect, the Castilian, at 11 h. 40 m. P. M., fired her lee guns into, or rather, as it proved, over, the weather quarter of the Wasp; who, although this second opponent had only cut away her lower main cross-trees and damaged her rigging, did not return a shot, but made all sail before the wind.

Avon hoists signals of distress and Castilian saves her drowning crew.

Repeated signals of distress having by this time been made by the Avon, the Castilian tacked and stood towards her; and on closing, at 11 h. 55 m., captain Brainer was informed by captain Arbuthnot, that the Avon was sinking fast. The Castilian immediately hoisted out her boats to save the people; and at 1 A. M. on the 2d, just as the last boat had pushed off from the Avon, the british brig went down; an irrefragable proof, that she had not surrendered until every hope of success or escape had vanished. Hoisting in her boats, the Castilian filled and made sail to the north-east, in search of the Wasp; but the latter had already run out of sight. As a reason for this, captain Blakeley has alleged, that he discovered two other vessels, besides the Castilian, in chase of him.

Wasp escapes

Out of her 104 men and 13 boys, the Avon lost her first lieutenant (John Prendergrast) and nine seamen and marines killed and mortally wounded, her commander, second lieutenant, (John Harvey,) one midshipman, (John Travers,) and 29 seamen and marines wounded severely and slightly. According to captain Blakeley, the Wasp received only four round shot in her hull, and, out of her acknowledged complement of 173 men, had but two killed and one wounded. The gallantry of the Avon's officers and crew cannot, for a moment, be questioned; but the gunnery of the latter appears to have been not a whit better than, to the discredit of the british navy, had frequently before been displayed in combats of this kind. Nor, from the specimen given by the Castilian, is it likely that she would have performed any better. 1814. July. Loss on board Avon and Wasp.

The Wasp, unfortunately for her brave officers and crew, never reached a port of the United States: she foundered, as is supposed, between the 15th, when she was off Madeira, and the end, of September. To the merit justly due to the captain of the Wasp, for his conduct in his two successful actions, America must be contented to divide her claim; as captain Blakeley was a native of Dublin, and, along with some English and Scotch, did not, it may be certain, neglect to have in his crew a great many Irish. The construction of so fine a ship as the Wasp, and the equipment of her as an effective man of war, is that part of the merit, and no small part either, which belongs exclusively to the United States. Wasp foundered at sea.

On the 12th of July the british cutter Landrail, of four 12-pounder carronades and 19 men and boys, commanded by lieutenant Robert Daniel Lancaster, in her way across the British Channel with despatches, was chased by the american privateer schooner Syren; and maintained with her a running fight of one hour and 10 minutes, and a close action, within pistol-shot, of 40 minutes, in all two hours. The Landrail then surrendered, with the loss of seven Landrail engages and is captured by Syren privateer.

1814. July. men wounded. Her sails were riddled with shot-holes, and her hull much struck. The Syren, whose force was one long 18-pounder on a travelling carriage, four long 6-pounders and two 18-pounder carronades, with a crew of 75 men, had three men killed, and 15 wounded, including some of her principal officers; a tolerable proof of the execution that may be done by two 12-pounder carronades, if well pointed. The action certainly reflects great credit on lieutenant Lancaster and his ship's company, or rather, his boat's crew.

American exaggeration on the subject.

Although the Landrail had not even room for another gun beyond the four she mounted, the american historians, in the first instance, gave her 10 guns, and afterwards, by way of amending their statement, 8 guns; at which the Landrail now stands in their prize-lists. The Landrail was recaptured on her way to the United States, and carried into Halifax, Nova-Scotia: consequently her valuable services as a cruiser were not lost to the british navy.

Landrail recaptured.

Ballahou engages and is captured by Perry.

Much about the time that the Landrail encountered the Syren, the Ballahou of the same class as the former, but rigged as a schooner, and commanded by lieutenant Norfolk King, fell in with the american privateer schooner Perry, and, after a chase of 60 minutes, 10 of which they closely engaged, was captured. It is not known what loss was sustained on either side. The prize was carried into Wilmington, North-Carolina. The Ballahou's original armament consisted of four carronades, 12-pounders: but, according to the american papers, two only were mounted, the remaining two having been placed in the hold on account of bad weather. Her complement, admitting all to have been on board, was 20 men and boys. In an american prize-list now lying before us, the Ballahou appears with 10 guns. The Perry mounted five guns, one, a long 18 or 24 pounder, upon a pivot, and had a complement of 80 men. The Landrail and Ballahou were each

under 76 tons; the Syren and Perry of at least 180 tons each. 1814. June.

After 15 or 16 precious months had been wasted in the experiment, the british government discovered that admiral sir John Warren was too old and infirm to carry on the war, as it ought to be carried on, against the Americans. Sir John was therefore recalled, and in the summer of 1814 vice-admiral sir Alexander Cochrane arrived at Bermuda to take the command on the coast of North-America. During the preceding winter the command of the british forces in the Chesapeake had been intrusted to captain Robert Barrie, of the 74-gun ship Dragon. In the latter end of May rear-admiral Cockburn in the 74-gun ship Albion, (into which he had shifted his flag from the Sceptre,) captain Charles Bayne Hodgson Ross, arrived in the bay and relieved captain Barrie. The first operation of any importance in the bay of Chesapeake, after rear-admiral Cockburn's arrival, was an attack upon a strong american flotilla fitted out at Baltimore, and intrusted to the command of a brave officer of the revolutionary war, commodore Joshua Barney, a native of Ireland. This flotilla consisted of the commodore's vessel, the Scorpion sloop, mounting eight carronades and a heavy long gun upon a traversing carriage, and 16 gun-boats, with one long gun in the bow and another in the stern, the largest of the vessels carrying 32-pounders and 60 men, and the smallest, 18-pounders and 40 men.

Sir Alex. Cochrane relieves sir John Warren in the North-American command.

Commodore Barney's flotilla.

The first sight gained of this flotilla, by the British, was on the 1st of June, when it was proceeding from Baltimore, past the mouth of the river Patuxent, to "scour the bay." The british vessels consisted of the St.-Lawrence schooner, of 13 guns, and 55 men, and the boats, in number seven, of the Albion and Dragon, under the command of captain Barrie. The Americans had the honour of seeing this trifling force retreat before them to the Dragon, then at anchor off

Capt. Barrie drives flotilla into the Patuxent.

1814. June. Smith's point. That ship got under way, and, along with the schooner and the boats, proceeded in chase; but the shallowness of the water shortly compelled the Dragon to reanchor. In the mean time the flotilla had run for shelter into the Patuxent. By way of inducing commodore Barney to separate his force, captain Barrie now detached two boats to cut off a schooner under Cove point; but, not considering that his orders to give protection warranted such a risk, commodore Barney allowed the vessel to be burnt in his sight.

Flotilla retreats to St. [illegible]

On the 6th the flotilla retreated higher up the Patuxent; and, being joined on the day following by the 38-gun frigate Loire, captain Thomas Brown, and [illegible]-gun brig-sloop Jasseur, captain George Edward Watts, captain Barrie proceeded up the river with them, the St.-Lawrence, and the boats of the two 74s. The flotilla retreated about two miles up St.-Leonard's creek, where it could be reached by boats only; but the force of the latter was not equal to the attack. Captain Barrie endeavoured, however, by a discharge of rockets and carronades from the boats, to provoke the american vessels, which were moored in a close line abreast across the channel, to come down within reach of the guns of the ship, brig, and schooner, at anchor near the mouth of the creek. At one time the american flotilla got under way, and chased the boats to a short distance, and then returned to their moorings. With a view to force the flotilla to quit its station, detachments of seamen and marines were landed on both sides of the river, and the american militia, estimated at 300 or 400, retreated before them to the woods. The marines destroyed two tobacco-stores, and several houses converted into military posts; but still the flotilla remained at its moorings.

British land there and destroy stores, &c.

The issue of the affair.

On the 15th of June the 32-gun frigate Narcissus, captain John Richard Lumley, joined the little squadron; and captain Barrie, taking with him 12 boats, containing 180 marines, and 30 of the black colonial

corps, proceeded up the river to Benedict. Here the men disembarked, and drove into the woods, without a struggle, a number of militia, who left behind a part of their muskets and camp equipage, as well as a 6-pounder field-piece. After spiking the latter, and destroying a store containing tobacco, the British again took to their boats, except five or six men, who had probably strayed too far into the woods. 1814. June.

After quitting Benedict, captain Barrie ascended the river to Lower-Marlborough, a town about 28 miles from the capital of the United States. The party landed, and took possession of the place: the militia, as well as the inhabitants, flying into the woods. A schooner, belonging to a captain David, was captured, and loaded with tobacco. After this, having burnt, at Lower-Marlborough, and at Magruders, on the opposite side of the river, tobacco-stores, containing 2800 hogsheads, and loaded the boats with stock, the detachment reembarked. The Americans collected a force, estimated at about 350 regulars, besides militia, on Holland's cliffs; but some marines, being landed, traversed the skirts of the heights, and reembarked without molestation, the american troops not again showing themselves, till the boats were out of gun-shot. And at Lower-Marlboro'.

The blockade of commodore Barney's flotilla, and the depredations on the coasts of the Patuxent, by captain Barrie's squadron, caused great inquietude at Washington. At length an order reached the american commodore, directing him to destroy the flotilla, in the hope that the British, having no longer such a temptation in their way, would retire from a position so near to the capital. The order was suspended, owing to a proposal of colonel Wadsworth, of the engineers; who, with two 18-pounders upon travelling carriages, protected by a detachment of marines and regular troops, engaged to drive away the two british frigates from the mouth of the creek. The colonel established his battery behind an elevated American flotilla, aided by a battery, drive away Loire and Narcissus, and receive Patuxent.

1814. July. ridge, which sheltered him and his men; and, on the morning of the 26th of June a simultaneous attack by the gun-boats and battery was made upon the Loire and Narcissus. Owing to the effect of the colonel's hot shot, the unpracticability of bringing a gun to bear upon his position from either frigate, and the want of a sufficient force to storm and carry the battery, captain Brown retreated with the Loire and Narcissus to a station near Point Patience; and, with the exception of two barges, which put back, disabled apparently by the shot from the frigates, the american flotilla moved out of the creek, and ascended the Patuxent. The frigates sustained no loss on this occasion; but commodore Barney admits a loss of one midshipman and three men killed, and seven men wounded.

On the 4th of July the 40-gun frigate Severn, captain Joseph Nourse, joined the Loire and Narcissus; and captain Nourse immediately despatched captain Brown, with the marines of the three ships, 180 in number, up St.-Leonard's creek. Here two of commodore Barney's barges were found scuttled, owing to the damage they had received in the action with the frigates. The barges, and several other vessels, were burnt, and a large tobacco-store destroyed. Soon after this, the British quitted the Patuxent.

and quits Patuxent.

Rear-adm. Cockburn ascends Potomac, and lands at Leonard's town.

On the 19th of July rear-admiral Cockburn, having been joined by a battalion of marines, and a detachment of marine artillery, proceeded up the river Potomac, for the purpose of attacking Leonard's town, the capital of St.-Mary's county, where the 36th United States' regiment was stationed. The marines of the squadron under major George Lewis, were landed, whilst the boats pulled up in front of the town; but, on discovering the marines, the enemy's armed force quitted the place, and suffered the British to take quiet possession. A quantity of stores, belonging to the 36th regiment, and a number of arms of different descriptions, were found there

and destroyed; and a quantity of tobacco, flour, provisions, and other articles, were brought away in the boats, and in a schooner which was lying off the town. Not a musket being fired, nor an armed enemy seen, the town was spared. 1814. July.

A body of militia having assembled at a place called Nominy ferry, in Virginia, a considerable way up Nominy river, rear-admiral Cockburn, on the 21st, proceeded thither, with the boats and marines; the latter commanded by captain John Robyns, during the illness of major Lewis. The enemy's position was on a very commanding eminence, projecting into the water; but, some marines having been landed on its flank, and they being seen getting up the craggy side of the mountain, while the main body was disembarking at the ferry, the Americans fell back, and, although pursued for several miles, escaped with the loss of a few prisoners. The Americans had withdrawn their field-artillery, and hid it in the woods; fearing that, if they kept it to use against the British, they would not be able to retreat with it quickly enough to save it from capture. After taking on board all the tobacco and other stores found in the place, with a quantity of cattle, and destroying all the storehouses and buildings, the rear-admiral reembarked; and, dropping down to another point of the Nominy river, observed some movements on shore. Upon this he again landed with the marines. The Americans fired a volley, but, on the advance of the marines, fled into the woods. Every thing in the neighbourhood was therefore destroyed or brought off; and, after visiting the country in several other directions, covering the escape of the negroes who were anxious to join him, the rear-admiral quitted the river, and returned to the ships with 135 refugee negroes, two captured schooners, a large quantity of tobacco, dry goods, and cattle, and a few prisoners. Also at Nominy ferry.

On the 24th of July the rear-admiral went up St.-Clement's creek, in St.-Mary's county, with the boats The same

1814. Aug. at St. Clement's creek.

and marines, to examine the country. The militia showed themselves occasionally, but always retreated when pursued; and the boats returned to the ships without any casualty, having captured four schooners, and destroyed one. The inhabitants remaining peaceably in their houses, the rear-admiral did not suffer any injury to be done to them, excepting at one farm, from which two musket-shot had been fired at the admiral's gig, and where the property was, in consequence, destroyed.

The rear-admiral proceeds up Machodic river, &c.

On the 26th the rear-admiral proceeded to the head of the Machodic river, in Virginia, where he burnt six schooners, whilst the marines marched, without opposition, over the country on the banks of that river; and, there not remaining any other place on the Virginia or St.-Mary's side of his last anchorage, that the rear-admiral had not visited, he, on the 28th, caused the ships to move above Blackstone's island; and, on the 29th, proceeded, with the boats and marines, up the Wicomoco river. He landed at Hamburgh and Chaptico; from which latter place he shipped a considerable quantity of tobacco, and visited several houses in different parts of the country; the owners of which living quietly with their families, and seeming to consider themselves and the neighbourhood to be at his disposal, the rear-admiral caused no further inconvenience to them, than obliging them to furnish supplies of cattle and stock for the use of his forces, for which they were liberally paid.

Enters Yocomico river, and lands at Kinsale.

On the 2d of August the squadron dropped down the Potomac, near to the entrance of the Yocomico river, which the rear-admiral entered on the following day, with the boats and marines, and landed with the latter. The enemy had here collected in great force, and made more resistance than usual, but the ardour and determination of the rear-admiral's gallant little band carried all before it; and, after forcing the enemy to give way, the marines followed him 10 miles up the country, captured a field-piece, and burnt several houses, which had been converted into

dépôts for militia arms, &c. Learning, afterwards, that general Hungerford had rallied his men at Kinsale, the rear-admiral proceeded thither; and, although the position of the Americans was extremely strong, they had only time to give the British an ineffectual volley before the latter gained the height, when the Americans again retired with precipitation, and did not reappear. The stores found at Kinsale were then shipped without molestation; and, having burnt the storehouses and other places, with two old schooners, and destroyed two batteries, the rear-admiral reembarked, bringing away five prize schooners, a large quantity of tobacco, flour, &c. a field-piece, and a few prisoners. The american general Taylor was wounded and unhorsed, and escaped only through the thickness of the wood and bushes, into which he ran. The British had three men killed, and as many wounded. Thus 500 british marines, and 200 seamen and marine-artillery, penetrated 10 miles into the enemy's country, and skirmished, on their way back, surrounded by woods, in the face of the whole collected militia of Virginia, under generals Hungerford and Taylor; and yet, after this long march, carried the heights of Kinsale in the most gallant manner. 1814. Aug.

Coan river, a few miles below Yocomico, being the only inlet on the Virginia side of the Potomac, that the rear-admiral had not visited, he proceeded on the 7th to attack it, with the boats and marines. After a tolerably quick fire on the boats, the enemy went off precipitately, with the guns. The battery was destroyed, and the river ascended; in which three schooners were captured, and some tobacco brought off. On the 12th the rear-admiral proceeded up St.-Mary's creek, and landed in various parts of the country about that extensive inlet; but without seeing a single armed person, although militia had formerly been stationed at St.-Mary's factory for its defence, the inhabitants of the state appearing to consider it wiser to submit, than to attempt opposition. On the 15th of August the rear-admiral The name of Coan river and of St.-Mary's creek.

1814. again landed within St.-Mary's creek; but found, in the different parts of the country, the same quiet and submissive conduct on the part of the inhabitants, as in the places visited on the 12th.

Defensive preparations at Washington.

Some hints thrown out by the british commissioners at the conference at Ghent, coupled with the rumoured destination of british troops shipping in the ports of France, induced the american commissioners to intimate to their government, that an attack upon the federal city would probably be made in the course of the summer of 1814. This notice reached Mr. Madison on the 26th of June; and, on the 1st of July, he submitted to his council a plan for immediately calling 2000 or 3000 men into the field, and calling 10000 or 12000 militia and volunteers, of the neighbouring states, in readiness to reinforce that corps. On the next day he created into a military district, the whole state of Maryland, the district of Columbia, and that part of Virginia north of the Rappahannock river, embracing an exposed coast of nearly 1000 miles; vulnerable at every point, and intersected by many large rivers, and by Chesapeake bay. On the 4th of July, as a further defensive preparation, the president made a requisition to the several states of the union, for 93500 militia, as authorized by law; designating their respective quota, and requesting the executive magistrates of each state, to detach and hold them in readiness for immediate service. Of these 93500 militia, 15000 were to be drawn from the tenth military district, or that surrounding the metropolis, for whose defence they were intended.

Arrival of admiral Cochrane and general Ross in the Chesapeake.

On the 2d of June the british 74-gun ship Royal-Oak, rear-admiral Pulteney Malcolm, captain Edward Dix, accompanied by three frigates, three sloops, two bomb-vessels, five ships armed en flûte, and three transports, having on board a body of troops under major-general Ross, sailed from Verdon road at the mouth of the Gironde. On the 24th of July the squadron arrived at Bermuda, and there

joined vice-admiral Cochrane, in the 80-gun ship Tonnant. On the 2d of August, having received on board the Tonnant major-general Ross and his staff, sir Alexander sailed, in company with the 18-pounder 36-gun frigate Euryalus, captain Charles Napier, for Chesapeake-bay; and on the 14th of August arrived, and joined the Albion, rear-admiral Cockburn, off the mouth of the Potomac. On the next day major-general Ross, accompanied by rear-admiral Cockburn, went on shore to reconnoitre. 1814. Aug.

General Ross and rear-adm. Cockburn reconnoitre route to Washington.

The rear-admiral's knowledge of the country, as well as the excellent plan he adopted to prevent surprise, enabled the two officers to penetrate further than would otherwise have been prudent. The thick woods that skirt, and the numerous ravines that intersect, the different roads around Washington, offer important advantages to an ambushing enemy. Rear-admiral Cockburn, therefore, in his frequent walks through the country, invariably moved forward between two parties of marines, occupying, in open order, the woods by the road-side. Each marine carried a bugle, to be used as a signal, in case of casual separation, or the appearance of an enemy. It was during the excursion with general Ross, that rear-admiral Cockburn suggested the facility of an attack upon the city of Washington; and general Ross determined, as soon as the troops should arrive from Bermuda, to make the attempt.

British troops arrive from Europe

On the 17th of August rear-admiral Malcolm arrived with the troops, and joined vice-admiral Cochrane off the mouth of the Potomac; and the whole proceeded to the Patuxent, situated about 20 miles further up the bay. In the mean time captain James Alexander Gordon, of the 38-gun frigate Seahorse, with some vessels of the squadron, had been detached up the Potomac, to bombard Fort Washington, situated on the left bank of that river, about 14 miles below the federal city; and captain sir Peter Parker, with the 38-gun frigate Menelaus, had been sent up the Chesapeake, above Baltimore,

1814. to create a diversion in that quarter. The direct route to Washington, from the mouth of the Potomac, was up that river, about 50 miles, to Fort-Tobacco; thence, over land, by the village of Piscataway, 32 miles, to the lower bridge across the eastern branch of the Potomac; but, as no doubt could be entertained that this bridge, which was half a mile long, and had a draw at the west end, would be defended, as well by a body of troops, as by a heavy sloop of war and an armed schooner known to be in the river, a preference was given to the route up the Patuxent, and by Bladensburg; where the eastern branch, in case of the bridge at that spot being destroyed, could be easily forded.

Intended route of the expedition against Washington.

Commodore Barney's gun-boats were still lying in the Patuxent. An immediate attempt against this flotilla offered two advantages; one, in its capture or destruction, the other, as a pretext for ascending the Patuxent, with the troops destined for the attack of the federal city. Part of the ships, having advanced as high up the river as the depth of water would allow, disembarked the troops, about 4000 in number, on the 19th and 20th of August, at Benedict, a small town, about 50 miles south-east of Washington. On the 20th, in the evening, rear-admiral Cockburn, taking with him the armed boats and tenders of the fleet, having on board the marines under major Robyns, and the marine-artillery under captain James H. Harrison, proceeded up the river, to attack commodore Barney's flotilla; and to supply with provisions, and, if necessary, afford protection to, the army, as it ascended the right bank. The boats and tenders were separated into three divisions. The first division was commanded by captains Thomas Ball Sullivan and William Stanhope Badcock, the second, by captains Rowland Money and James Somervell, and the third, by captain Robert Ramsay; and the whole was under the superintendence and immediate management of captain John Wainwright, of the Tonnant. The frigates

Severn and Hebrus, captains Joseph Nourse and Edmund Palmer, accompanied by the brig-sloop Manly, captain Vincent Newton, had been also directed to follow the boats up the river as far as might prove practicable. 1814. Aug.

On opening the reach above Pig point, the rear-admiral, who had just before been joined by captains Nourse and Palmer with the boats of their two frigates, which they could get no higher than Benedict, discovered commodore Barney's broad pendant in the headmost vessel, a large sloop, and the remainder of the flotilla extending in a long line astern of her. The british boats now advanced as rapidly as possible; but, on nearing the flotilla, the sloop bearing the broad pendant was observed to be on fire, and soon afterwards blew up; as did 15 out of the 16 remaining gun-boats. The one in which the fire had not taken, was captured. The rear-admiral found 13 merchant schooners, which had been under commodore Barney's protection. Of these, such as were not worth bringing away, were destroyed. The remainder were moved to Pig point, to receive on board the tobacco which had been there found. Destruction of commodore Barney's flotilla.

The destruction of this flotilla secured the right flank of the army under major-general Ross; who, on the afternoon of the 22d, with the troops, arrived and encamped at the town of Upper-Marlborough, situated about four miles up the western branch of the Patuxent. The men, therefore, after having been nearly three months on board ship, had, in less than three days, marched 40 miles; and that in the month of August, when the sultriness of the climate could scarcely be tolerated. While general Ross and his men were resting themselves at Upper-Marlborough, general Winder and his army, now joined by commodore Barney and the men of his flotilla, were lying at their encampment at the long Old-Fields, only eight miles distant. On the next morning the american troops were reviewed by Mr. Madison, "their commander in chief, whose martial General Ross encamps at Upper-Marlboro'.

1814. Aug. appearance gladdened every countenance and encouraged every heart."* Soon after the review, a detachment from the american army advanced along the road to Upper-Marlborough; and, after exchanging a few shot with the british skirmishers, fell back to the main body.

Rear-adm. Cockburn joins general Ross.

On the 23d, in the morning, rear-admiral Cockburn, having left at Pig point, directly opposite to the western branch, the marines of the ships under captain Robyns, and two divisions of the boats, crossed over, with the third division, to Mount Calvert; and proceeded, by land, to the british encampment at Upper-Marlborough. The little opposition experienced by the army in its march from Benedict, and the complete success that had attended the expedition against commodore Barney's flotilla, determined major-general Ross to make an immediate attempt upon the city of Washington, distant from Upper-Marlborough not more than 16 miles. At the desire of the major-general, the marine and naval forces at Pig point were moved over to Mount Calvert; and the marines, marine-artillery, and a proportion of the seamen under captains Palmer and Money, joined the army at Upper-Marlborough.

British army advances towards Washington.

As if by concert, the american army retired from the long Old-Fields, about the same time that the british army advanced from Upper-Marlborough; and the patroles of the latter actually occupied, before midnight, the ground which the former had abandoned. The american army did not stop until it reached Washington; where it encamped, for the night, near the navy-yard. On the same evening upwards of 2000 troops arrived at Bladensburg from Baltimore. On the 24th, at daylight, general Ross put his troops in motion for Bladensburg, 12 miles from his camp; and, having halted by the way, arrived, at about 11 h. 30 m. A. M., at the heights facing the village.

* Wilkinson's Mem. vol. i. p. 766.

According to a letter of general Armstrong, the american secretary at war, to the editor of the "Baltimore Patriot," general Winder had under his command, including the 15000 militia he had been directed to call out, as many troops and seamen, as would make his total force, when assembled, 16300 men; but an american writer gives the details of the general's force, in which he includes 600 seamen, and makes the total amount to only 7593 men. Of artillery, the american army had on the field not fewer than 23 pieces, varying from 6 to 18 pounders. This army was drawn up, in two lines, upon very commanding heights, on the north of the turnpike-road leading from Bladensburg to Washington; and, as an additional incitement to glory on the part of the american troops, their president was on the field. 1814. Aug.

The affair (for it hardly deserves the name of battle) of Bladensburg, ended, as is well known, in the rout of the Americans: from whom 10 pieces of cannon were taken, but not above 120 prisoners, owing to the swiftness with which the enemy went off, and the fatigue which the british army, about 1500 of whom only were engaged, had previously undergone. The retreating american troops proceeded, with all haste, towards Washington; and the british troops, including the rear-division, which, just at the close of the short scuffle, had arrived upon the ground, halted to take some refreshment. Had it not been for the american artillery, the loss of the British would have been very trifling. Under these circumstances, the loss, on the part of the army, amounted to one captain, two lieutenants, five sergeants, and 56 rank and file killed, two lieutenant-colonels, one major, one captain, 14 lieutenants, two ensigns, 10 sergeants, and 155 rank and file wounded, total, 64 killed and 185 wounded. The loss sustained by the naval department amounted to only one colonial marine killed, one master's mate, (Jeremiah M'Daniel,) two sergeants, and three colonial marines wounded; making a total of 65 killed Battle of Bladensburg. Loss on the part of the British.

1814. Aug. and 191 wounded. The officers of the navy and of the marines, who, besides rear-admiral Cockburn, were present in the battle, appear to have been captain Edmund Palmer, with his aide-de-camp, midshipman Arthur Wakefield, lieutenant James Scott, first of the Albion, acting as rear-admiral Cockburn's aide-de-camp, lieutenant John Lawrence, of the marine artillery, and lieutenant of marines Althestan Stephens.

British army enters Washington. As soon as the troops were refreshed, general Ross and rear-admiral Cockburn, with about 1000 men, moved forward from Bladensburg, and at 8 P.M. arrived at an open piece of ground, two miles from the federal city. The troops were here drawn up, while major-general Ross, rear-admiral Cockburn, and several other officers, accompanied by a small guard, rode forward to reconnoitre. On arriving opposite to some houses, the party halted; and, just as the officers had closed each other, in order to consult whether or not it would be prudent to enter the heart of the city that night, a volley was fired from the windows of one of two adjoining houses, and from the capitol: which volley killed one soldier, and general Ross's horse from under him, and wounded three soldiers. Rear-admiral Cockburn instantly rode back to the detachment stationed in advance, and soon returned with the light companies. The house was then surrounded; and, after some prisoners had been taken from it, set on fire: the adjoining house fell with it. The capitol, which was contiguous to these houses, and which, according to an american writer, was "capable of being made an impregnable citadel against an enemy, with little artillery, and that of the lighter class," was also set on fire.

Important mis-statement of capt. Preston. We are obliged to pause an instant, in order to correct a very serious mistatement, which, as the book, along with two or three others, lay open before us, we at first took to be the splenetic effusion of an american writer. But we owe an apology to the Americans; for the statement emanates from the pen of

a british naval officer, and here it is: "A little musketry from one of the houses in the town, which killed the general's horse, was all the resistance they met with. This was quickly silenced; the house burnt, and the people within it put to death."* When it is considered, who are usually the inmates of a dwelling-house, the statement, that "the people within it were put to death" and that for "killing a horse," is calculated to fill the mind with horror, and to call forth execrations against the monsters who could perpetrate such an act. Fortunately for the fame of the general and admiral who presided on the occasion, the account we have just given, and the substance of which we published eight or nine years ago, is a faithful relation of all that occurred. 1814. Aug.

Scarcely had the flames burst out from the capitol and the two contiguous houses, than an awful explosion announced, that the Americans were employed upon the same business in the lower part of the city. By this time the remainder of the british forces from Bladensburg had arrived at the encampment. At 10 h. 30 m. P. M., after a party had been sent to destroy the fort and public works at Greenleaf's point, major-general Ross, and rear-admiral Cockburn, each at the head of a small detachment of men, numbering together not more than 200, proceeded down the hill towards the president's palace. Finding it utterly abandoned, and bearing probably that a guard of soldiers, with "two pieces of cannon, well mounted on travelling carriages,"† had been stationed at, and but recently withdrawn from, this the american "commander in chief's" head-quarters, rear-admiral Cockburn directed it to be set on fire. A log-hut, under similar circumstances, would have shared the same fate, and the justice of the measure not been disputed. Why, then, in a country where "equality of rights" is daily preached up, should the palace be Destruction of the public works, &c.

* Brenton, vol. v. p. 166.

† Testimony of Mr. William Simmons, before the american committee of investigation.

1814. Aug. held more sacred than the cottage? The loss of the one falls, where it ought, upon the nation at large; the loss of the other, a lamentable case at all times, solely upon the individual proprietor. To the building, containing the treasury and war offices, the torches of the conquerors were next applied. On arriving opposite to the office of the "National Intelligencer," the american government-paper, rear-admiral Cockburn observed to the inhabitants near him, that he must destroy it. On being told, however, that the adjoining buildings would be likely to take fire, he desisted. The rear-admiral, then, wishing the inhabitants "good night," and assuring them that private property and persons should be respected, departed to his quarters on the capitol-hill. Early on the next morning the rear-admiral was seen walking about the city, accompanied by three soldiers only. Indeed, general Wilkinson says: "A single sentinel, who had been accidentally left on post near the office of the National Intelligencer, kept undisturbed possession of the central part of the metropolis until the next morning; of which there are several living witnesses."* At this time too, it appears an american force, of more than 4000 combatants, was posted upon the heights of Georgetown, which is a continuation of the city to the westward.

Accident to the British.

During the morning of the 25th the secretary of state's office was burnt, and the types and printing materials of the government-paper were destroyed. A serious accident had happened to the party sent to Greenleaf's-point. Some powder, concealed in a well, accidentally took fire, killing 12, and wounding 30, officers and men. The extensive rope-walks, at some distance from the city, were destroyed by the British; and so was an immense quantity of small arms and heavy ordnance, as well as the great bridge across the Potomac; a very prudent military measure, especially as the Americans had themselves

* Wilkinson, vol. i. p. 791.

destroyed the two bridges crossing the eastern branch. A party, under captain Wainwright, destroyed the few stores and buildings in the navy-yard, which had escaped the flames of the preceding night. As the British were in haste to be gone, and as the vessels, even could they have been floated in safety down the Potomac, were not wanted, it was very considerate in the american government to order the destruction of the frigate, of 1600 tons, which was nearly ready to be launched, and of the fine sloop of war, Argus, ready for sea; and whose 20 carronades, 32-pounders, and two long 18-pounders, would have assisted so powerfully in defending the entrance to the city by the lower bridge. 1814. Aug. Destruction of the ships on the stocks, &c.

According to the official estimate of the public property destroyed, the value has been much overrated. It appears not to have exceeded 1624280 dollars, or £365463 sterling. With respect to private property, we have only to quote passages from american prints, to show how that was treated. One newspaper says: "The british officers pay inviolable respect to private property, and no peaceable citizen is molested." A writer from Baltimore, under the date of August 27th, says: "The enemy, I learn, treated the inhabitants of Washington well." That the british officers did all they could to secure the inhabitants from injury, both in their persons and properties, may also be gathered from the acknowledgment of Mr. Thompson, another american writer, that "the plunder of individual property was prohibited, and soldiers, transgressing the order, were severely punished." Value of public property destroyed &c.

On the 25th, at 8 P. M., the British left Washington, by the way of Bladensburg. Here such of the wounded as could ride, or be transported in carriages, were provided with 30 or 40 horses, 12 carts and waggons, one coachee, and several gigs. With these, preceded by a drove of 60 or 70 cattle, the troops moved leisurely along. On the 29th, in the evening, they reached Benedict, 50 miles from British march on their return and re-embark at Benedict.

1814. Aug. Washington, without a single musket having been fired; and, on the following day, reembarked in the vessels of the fleet. No complaints, that we can discover, have been made against the British, during their retreat across the country; although, as an american writer has been pleased to say, "general Ross scarcely kept up his order, sufficiently to identify the body of his army."

Of the many expeditions up the bays and rivers of the United States during the late war, none equalled in brilliancy of execution that up the Potomac to Alexandria. This service was intrusted to captain James Alexander Gordon, of the 38-gun frigate Seahorse, having under his orders the 18-pounder 36-gun frigate Euryalus, captain Charles Napier, bomb-ships Devastation, Ætna, and Meteor, captains Thomas Alexander, Richard Kenah, and Samuel Roberts, rocket-ship Erebus, captain David Ewen Bartholomew, and a small tender, or despatch-boat. On the 17th, at 9 h. 15 m. A. M., the squadron got under way from the anchorage at the entrance of the Potomac, and, without the aid of pilots, began ascending the intricate channel of the river leading to the capital of the United States. On the 18th the Seahorse grounded, and could only get afloat again by shifting her guns to the tenders in company. That done, and the guns returned to their places, the squadron again stood up the river. On the 25th, while passing the flats of Maryland point, a squall struck the squadron: the Seahorse had her mizen-mast sprung; and the Euryalus, just as she had clewed up her sails to be in a state to receive it, had her bowsprit and the head of her foremast badly sprung, and the heads of all three topmasts fairly wrung off. Such, however, was the state of discipline on board the ship, that, in 12 hours, the Euryalus had refitted herself, and was again under way ascending the river.

Accident to the Euryalus.

On the 27th, in the evening, after each of the ships

had been aground not less than 20 times, and each time obliged to haul themselves off by main strength, and after having, for five successive days, with the exception of a few hours, been employed in warping a distance of not more than 50 miles, the squadron arrived abreast of Fort Washington. The bomb-ships immediately began throwing their shells into the fort, preparatory to an attack the next morning by the two frigates. On the bursting of the first shell, the garrison was observed to retreat; but, supposing some concealed design, captain Gordon directed the fire to be continued. At 8 P. M., however, all doubts were removed by the explosion of the powder magazine, which destroyed the inner buildings. On the 28th, at daylight, the British took possession of the fort, and of three minor batteries, mounting altogether 27 guns, chiefly of heavy caliber. The guns had already been spiked; and their complete destruction, with the carriages, was effected by the seamen and marines of the squadron. These forts were intended for the defence of Alexandria, the channel to which the British began immediately to buoy. A flag of truce now came off with a proposal to capitulate; and one hardly knows which to admire most, the prudence of captain Gordon, in postponing his answer to the common council of Alexandria, until, says he, "I was enabled to place the shipping in such a position, as would ensure assent to the terms I had decided to enforce," or the peremptory and humiliating conditions which he did enforce. It was in vain that the Americans had sunk their vessels; they must get them up again, and put them in the state in which they were, when the squadron passed the Kettle Bottoms; the owners of vessels must send on board their furniture without delay; merchandise removed must be brought back; and the merchants load their own vessels, which will be towed off by the captors!

1814.

Squadron arrives off and attacks Fort Washington, takes it, and receives a flag of truce from Alexandria.

Terms of the capitulation.

The last article of the capitulation provides, that british officers are to see the terms "strictly com-

1814. Aug. Shameful treatment of a midshipman of

plied with." One of the officers sent on this service was midshipman John Went Fraser of the Euryalus, a mere stripling. Having strayed alone to some distance from his boat, two american naval officers rode at, as if to run over him; one, a very powerful man, caught the youth by the shirt-collar and dragged him, almost suffocating, across the pummel of the saddle, galloping off with him. Fortunately the shirt-collar gave way, and the lad fell to the ground. He was quickly upon his legs again, and ran towards a landing-place, where his boat was waiting; the American pursuing him. The boat and the men in it were hid under a steep bank or wall, and, on that account, could not level their carronade at the honourable gentleman as he approached. The instant he saw the boat's crew, he turned pale with fright; and rode off in a contrary direction, as fast as his horse could carry him. The american editors thought this a good joke; and very readily informed us, that one of these worthies was the famed captain David Porter, the other, and he that committed the atrocious and dastardly assault, master-commandant John Orde Creighton, an American by adoption only, and, we rather think, an Irishman. The first of these officers, for his "brilliant deeds at Valparaiso," had recently been appointed to the new frigate at Washington, whose name, to commemorate the exploits of captain Porter's favourite ship, had been changed from the Columbia to the Essex, and his gallant brother-horseman had been appointed to the new corvette Argus; both of which ships, it will be recollected, were burnt, and their intended commanders thrown out of employment, by the entry of the British into Washington, a few days previous. This is what infuriated the two heroes, and determined them to sacrifice the first straggling Briton they could find. At the time this outrage was committed, a flag of truce was flying before Alexandria; whose inhabitants, in a body, disavowed the act, reprobating it as became them. Such conduct on

their part alone prevented captain Gordon from enforcing the last article of the treaty. 1814. Aug.

After the British had retired from Washington, the Americans recovered a little from their panic; and took strong measures to oppose captain Gordon's return down the Potomac. Commodore Rodgers, with a chosen body of seamen from the Guerrière at Philadelphia, captains Perry, Porter, and other "distinguished officers," a party of officers and men from the Constellation at Norfolk, the men that had belonged to commodore Barney's flotilla, regular troops, riflemen, artillerists, and militia, all flocked to the shores of the Potomac, to "punish the base incendiaries." The american newspaper-editors, for some days, feasted their readers with the anticipated destruction of the british squadron. "It is impossible the ships can pass such formidable batteries, commanded by our naval heroes, and manned by our invincible seamen. We'll teach them how to draw up terms of capitulation." Means taken to oppose captain Gordon on his return.

On the 31st, early in the morning, the british 18-gun brig-sloop Fairy, captain Henry Loraine Baker, after having fought her way up the river past a battery of five guns and a large military force, joined captain Gordon with vice-admiral Cochrane's orders for him to return. On the same day, without waiting to destroy those remaining stores which he had not the means of bringing away, captain Gordon weighed on his return, accompanied by 21 sail of prizes, many of which, having been sunk by the enemy, had been weighed, masted, hove down, calked, rigged, and loaded, all within three days. Contrary winds again compelled the British to resort to the laborious task of warping the ships down the channel of the river, and a day's delay occurred by the grounding of the Devastation. Taking advantage of this circumstance, the Americans attempted the destruction of the bomb-ship, by means of three fire-vessels and five row-boats, directed in person by commodore Rodgers; but their object was defeated Fairy joins with despatches and captain Gordon sails from Alexandria.

1814. Sept. Defeat of an attempt upon Devastation by fire-

by the promptitude and gallantry of captain Alexander, who pushed off with his own boats, and, being followed by those of the other ships, compelled the renowned commodore to face about, and fly under as much alarm towards, as about 13 months before he had fled from, an Alexandria. The cool and steady conduct of midshipman John Moore, of the Seahorse, in towing the nearest fire-vessel on shore, while the others were removed from the power of doing mischief by the smaller boats of the Devastation, is spoken of in high and just terms of commendation by captain Gordon.

Fire attack the squadron.

Notwithstanding that the Meteor and Fairy, assisted by the despatch-boat, a prize gun-boat, and a boat belonging to the Euryalus, with a howitzer, had greatly impeded the progress of the Americans in their works, the latter were enabled to increase their battery from five to 11 guns, with a furnace for heating shot. On the 3d of September, the wind coming to the north-west, the Ætna and Erebus succeeded in getting down to the assistance of the Meteor and her companions. On the 4th the frigates and prizes reached the same spot; but the Devastation, in spite of the utmost exertions in warping her, still remained five miles higher up the river. This was the moment that the Americans made their greatest efforts to effect the destruction of the british squadron. The Erebus, who had been placed by her commander in an admirable position for harassing the workmen employed in the trenches, was attacked by three field-pieces; which, before they were beaten off, did the ship considerable injury. A second attempt was now made to destroy the Devastation by fire-vessels; but, owing to the alacrity with which captain Baker with the boats of the squadron went to her assistance, the american boats and fire-vessels retreated, and the ship was saved. In consequence of the Americans having sought refuge under some guns in a narrow creek, thickly wooded, and from which it was impossible

Defeat of another attempt to set fire to Devastation.

to dislodge them, captain Baker sustained a serious loss, including among the killed his second lieutenant, Charles Dickinson. 1814, Sept.

On the 5th, at noon, the wind coming fair and every suitable arrangement having been made, the Seahorse and Euryalus anchored within musket-shot of the batteries, while the whole of the prizes passed between the frigates and the shoal. The three bomb-ships, the Fairy, and the Erebus, firing as they passed, anchored in a favourable position for facilitating, by means of their force, the further removal of the frigates. At 3 P. M., having completely silenced the fire of the american batteries, the Seahorse and Erebus cut their cables, and the whole squadron proceeded to the next position taken up by the american troops; who had here two batteries mounting from 14 to 18 guns, on a range of cliffs about a mile in extent, and close under which the ships were obliged to pass. It was not intended to make the attack that evening; but, the Erebus grounding within range of the batteries, the frigates and other vessels were necessarily called into action. On this occasion the fire of the Fairy produced the most decisive effect, as well as that of the Erebus, while the Devastation, Ætna, and Meteor threw their shells with admirable precision. In consequence of these vigorous measures, the american batteries, by 8 P. M., were completely silenced. On the 6th, at daylight, the british squadron again got under way; and, so satisfied were the whole of the parties on shore that their opposition was ineffectual, that they allowed the British to pass without further molestation. On the 9th the Seahorse and her companion sailed out of the Potomac, and came to an anchor in safety at the spot whence they had weighed 23 days before. British ships engage and silence the batteries and are allowed to pass on unmolested.

The toil and fatigue undergone by the officers and men, and the deprivations they so cheerfully submitted to, were equalled only by their gallantry in defeating the batteries on shore, and their skill and perseverance in surmounting the difficulties of Losses board the squadron.

1814. Sept. a most intricate and dangerous navigation. Happily, the loss in this daring enterprise did not exceed, on board all the vessels, seven killed, including the Fairy's lieutenant already named, and 35 wounded, including captains Napier and Bartholomew, lieutenant Reuben Paine, and master's mate Andrew Reid, all slightly. Of the captains and other officers associated with him, and of lieutenants Henry King, first of the Seahorse, and Thomas Herbert, first of the Euryalus, captain Gordon, in his official letter, speaks in the highest terms; also of the master of the Seahorse, Mr. Alexander Louthean, "for both finding and buoying the channel of a navigation, which no ship of a similar draught of water had ever before passed with her guns and stores on board." It was stated by a seaman of the Seahorse, who had served on board the President, that that frigate did not accomplish the same task under a period of 42 days, and then not without taking out her guns.

Sir Peter Parker lands with men from the Menelaus.

We formerly noticed that sir Peter Parker, of the Menelaus frigate, had been detached on service up Chesapeake bay. Having but recently arrived on the North American station, sir Peter was not aware of the ambushing tricks to which a small invading force would be exposed, in a country so filled with woods, ravines, and defiles; and where local knowledge, and skill with the rifle, were an overmatch for all the valour he could bring against them. Information having reached the ship, then at anchor off Moor's fields, that 200 american militia were encamped behind a wood distant about a mile from the beach, captain Parker, at 11 P. M. on the 30th of August, was induced to land with 104 marines and 20 seamen, in two divisions, one commanded by lieutenant Henry Crease, the other by lieutenant Robert Pearce.

It appears that colonel Read, the commander of the american force, stated at 170 Maryland volunteers, having been apprized of the intended attack, had retired to a small open space, surrounded by

woods, distant four or five miles from his first encampment. Thither, having captured a small cavalry picket, the heedless seamen and marines, headed by their undaunted chief, proceeded. The enemy, with some pieces of artillery, was found drawn up in line in front of his camp. The British commenced the fire; and, charging, drove the Americans through their camp into the woods. It was about this time that sir Peter received a mortal wound. Secure behind the trees, the Americans levelled their pieces with unerring aim; while the British, deceived by the apparent flight of their wary foe, rushed on through the woods, until, bewildered and embarrassed, the survivors of this adventurous band were compelled to retreat to their ship; bringing away, however, the body of their lamented commander, and all their wounded but three. The British suffered a loss of 14 killed including sir Peter Parker and midshipman John T. Sandes, and 27 wounded, including both lieutenants of marines, Benjamin George Benyon and George Poe. The Americans, as a proof how little they exposed themselves, sustained a loss of not more than three men slightly wounded.

1814. Sept. 12. drawn into an ambush and killed.

Total british loss on the occasion.

At the head of a narrow bay or inlet of the Patapsco river, and distant from its confluence with the Chesapeake about 14 miles, stands the city of Baltimore, containing about 50000 inhabitants. It is nearly surrounded by detached hills; one of which, Clinkapin hill, situated on its eastern side, commands the city itself, as well as the approach to it by land, from the Chesapeake. Its water approach is defended by a strong fortification, named Fort M'Henry, situated at the distance of about two miles from the city, upon the point of the peninsula that forms the south side of the bay or harbour; which, at its entrance, is scarcely a quarter of a mile in width. As an additional security, the Patapsco is not navigable for vessels drawing more than 18 feet

Description of Baltimore.

1814. water; and, just within the harbour, is a 14 or 15 feet bar.

Preparations for its defence

The arrival of troops in the Chesapeake, and the subsequent operations of the British in the Patuxent and Potomac rivers, could not do otherwise than cause serious alarm at Baltimore, distant from Washington but 35 miles. The panic-struck inhabitants believed, that the british troops would march across the country, and attack them in the rear, while the squadron was cannonading them in front. The numbers of the British on shore were too small to warrant such an enterprise; but, had it been risked, and had the fleet made a simultaneous movement up the bay, there is little doubt that Baltimore would have capitulated. Fortunately for the city, the military and naval forces within it were becoming hourly more powerful; and, far from desponding, the generals and commodores used their utmost exertions, in strengthening the defences and improving the natural advantages of the position. Upon the hills to the eastward and northward of the city, a chain of pallisadoed redoubts, connected by breastworks, with ditches in front, and well supplied with artillery, was constructed; and works were thrown up and guns mounted at every spot from which an invading force, either by land or water, could meet with annoyance. The Java frigate, of 60 guns, and two new sloops of war, of 22 guns each, the Erie and Ontario, were equipping at Baltimore. There were also in the harbour several gun-boats, armed each with a long french 36-pounder, besides a carronade; as well as several private armed vessels. So that the Americans, including their field and regular battery guns, had an immense train of artillery to put in operation against an enemy. As to troops, exclusively of the 16300 militia, regulars, and flotilla-men, which general Winder had been authorized to assemble for the defence of the 10th military district, volunteers were

flocking in from Pennsylvania; and the seamen and marines of commodore Rodgers, and captains Perry and Porter, had just arrived from the banks of the Potomac. 1814, Sept.

If any southern town or city of the United States was an object of immediate attack, it certainly was Baltimore. The destruction of the new frigate and sloops, and of the immense quantities of naval stores, at that dépôt, would have been seriously felt by the american government. Yet were the british ships, that had on board the troops, waiting in the Patuxent, until the passing of the "approaching equinoctial new moon" should enable them to proceed, with safety, upon the "plans which had been concerted previously to the departure of the Iphigenia," or, in other words, upon the expedition to New-Orleans. On the 6th of September came a flag of truce from Baltimore; and instantly all was bustle and alacrity on board the british squadron. The Royal-Oak 74 and troop-ships stood out of the Patuxent; and vice-admiral Cochrane, quitting his anchorage off Tangier island, proceeded with the remainder of the fleet up the bay to North point, near the entrance of the Patapsco river. On the 10th and 11th the fleet anchored; and, by noon on the 12th, the whole of the troops, marines of the fleet, black colonial marines, and seamen, numbering altogether 3270 rank and file, had disembarked at North point, in order to proceed to the immediate attack upon Baltimore by land; while some frigates and sloops, the Erebus rocket-ship, and five bomb-vessels, ascended the Patapsco, to threaten and bombard Fort M'Henry, and the other contiguous batteries. The seamen, 600 in number, were under the orders of captain Edward Crofton, assisted by captains Thomas Ball Sullivan, Rowland Money, and Robert Ramsay, and the marines under captain John Robyns.

British expedition against the city.

Troops and seamen land.

Immediately after landing, the British moved forward to the city. On arriving at a line of intrenchments and abattis, thrown up between Black

1814. Sept. General Ross and rear-

river and Humphries's creek on the Patapsco, and distant about three miles from the point of landing, some opposition was expected; but the american dragoons and riflemen, stationed there, fled without firing a shot. At this time major-general Ross and rear-admiral Cockburn, along with a guard of 50 or 60 men, were walking together, considerably ahead of the advanced or light companies, in order to reconnoitre the enemy. At about 10 A. M., after having proceeded about two miles from the intrenchment, and some distance along a road flanked by thick woods, they encountered a division of american infantry, riflemen, cavalry, and artillery, numbering about 370 men. A short skirmish ensued, and the Americans fell back; most of them taking to the woods. After saying to rear-admiral Cockburn, "I'll return and order up the light companies," major-general Ross proceeded to execute his purpose. In his way back, alone, by the same road along which he and his party had just passed, the major-general received a musket-bullet through his right arm into his breast, and fell mortally wounded. The firing had at this time wholly ceased; and the expiring general lay on the road, unheeded, because unseen, either by friend or foe, until the arrival at the spot of the light companies, who had hastened forward upon hearing the musketry. Leaving some attendants in charge of the lamented chief, the officer commanding rushed on; and it was then that rear-admiral Cockburn learned the loss which the army and the country had sustained.

General Ross is shot.

British attack and defeat Americans at the meeting house.

As soon as the british main body, now under the command of colonel Brooke of the 44th regiment, closed upon the advance, the whole moved forward; and, at about two miles further, and about five from the city, came in sight of the american army, drawn up, with six pieces of artillery, and a body of cavalry, numbering in the whole about 4500 men; and backed, in case of a retreat, by at least 8000 more, and these hourly augmenting, and by heavy

batteries in all directions. As the British advanced to the attack, the Americans opened a fire of musketry from their whole line and a heavy cannonade from their field-pieces, and then retreated to a wood in the rear. From this position the Americans were quickly expelled, chiefly by the bayonet, leaving all their wounded and two of their guns in the possession of the British. The latter, however, were too much fatigued to follow up their victory on that evening. 1814. Sept.

The british loss amounted to one general-staff, one subaltern, two sergeants, and 35 rank and file killed, seven captains, four subalterns, 11 sergeants, and 229 rank and file wounded, of the army. The navy lost one captain's clerk, (Arthur Edmondson,) five seamen, and one marine killed, one captain of marines, (John Robyns,) one lieutenant, (Sampson Marshall, severely) one midshipman, (Charles Ogle,) 30 seamen, and 15 marines wounded; making the total loss of the British on shore amount to 46 killed, and 300 wounded. The great disproportion of wounded arose from the employment, by the enemy, of buck-shot; and the magnitude of the loss, altogether, to the enemy's sheltered position. The loss of the Americans upon the field, according to their own account, was 20 killed, 90 wounded, and 47 missing. The last item is evidently erroneous, as the british commanding officer carried away with him about 200 prisoners. Losses each side.

Early on the morning of the 13th, leaving a small guard at a meeting-house, from which the enemy had been driven, to protect the wounded, colonel Brooke moved forward with the army, and at 10 A. M. occupied a favourable position, about two miles to the eastward of Baltimore. From this point, the strong defences in and around the city were plainly visible; and arrangements were made for storming, during the ensuing night, with the cooperation of the fleet, the american entrenched camp; at which lay general Strieker and his army, now reinforced by Douglas's Colonel Brooke reconnoitres Baltimore.

1814. Sept. brigade of Virginia militia, under general Winder, and the United States' dragoons, under captain Bird.

Ships ground in Patapsco.

In their way up the Patapsco, several of the frigates and other vessels had grounded; and one or two of the frigates did not get off until the next day. On the 13th, at about 9 P. M., the Meteor, Ætna, Terror, Volcano, and Devastation, bomb-vessels, captains Samuel Roberts, Richard Kenah, John Sheridan, David Price, and Thomas Alexander, and the Erebus, rocket-ship, captain David Ewen Bartholomew, came to anchor in a position, from which they could act upon the enemy's fort and batteries, the frigates having already taken their stations outside of all. On the 13th, at daylight, the bombardment commenced upon, and was returned by, Fort M'Henry, the Star Fort, and the water batteries on both sides of the entrance. At about 3 P. M. the four bomb-vessels and rocket-ship weighed, and stood further in; the latter, to give effect to her rockets, much nearer than the others. The forts, which had discontinued their fire on account of the vessels being out of range, now recommenced a brisk cannonade; but which, although persevered in for some hours, did not injure a man on board any of the vessels: two of the bombs only were slightly struck. The close position of the Erebus led the commander in chief, whose ship, the Severn, with the other frigates, was at anchor in the river, to imagine that captain Bartholomew could not maintain his position. The vice-admiral, therefore, sent a division of boats to tow out the Erebus.

Bombardment commences

Critical situation of boats detached up the Ferry branch as a diversion.

On the 13th, in the middle of the night, a division of 20 boats was detached up the Ferry branch, to cause a diversion favourable to the intended assault upon the enemy's entrenched camp at the opposite side of the city. The rain poured in torrents, and the night was so extremely dark, that 11 of the boats pulled, by mistake, directly for the harbour. Fortunately, the lights of the city discovered to the crews their perilous situation, in time for them to

get back in safety to their ships. The remaining nine boats, consisting of one rocket-boat, five launches, two pinnaces, and one gig, containing 128 officers, seamen, and marines, under the command of captain Charles Napier, passed up the Ferry branch to a considerable distance above Fort M'Henry, and opened a heavy fire of rockets and shot upon the shore; at several parts of which they could have landed with ease, had the whole of their force been together. After having, by drawing down a considerable number of troops to the beach, effected their object, the British stood back with their boats. When just opposite to Fort M'Henry, one of the officers caused a rocket to be fired. The consequence was, an immediate discharge of round, grape, and canister, from the fort and water batteries below; by which one of the boats was slightly struck, and a man mortally wounded. Not another casualty occurred. 1814. Sept.

It appears that, on the evening of the 13th, after the boats had been ordered upon this service, vice-admiral Cochrane sent a messenger to acquaint colonel Brooke, that, as the entrance to Baltimore by sea was entirely obstructed by a barrier of vessels, sunk at the mouth of the harbour, defended inside by gun-boats, a naval cooperation against the city and entrenched camp was found impracticable. The heavy rain, at this time falling, greatly increased the difficulty of ascending the steep hill, upon which the camp was situated; and both commanders concurred in the propriety of immediately withdrawing the troops and ships. On the 14th, at 1 h. 30 m. A. M., the british troops commenced retiring, and halted at three miles distance. In the course of the evening they retired three miles further, and encamped for the night. Late on the morning of the 15th, they moved down to North point; and, in the course of that day, reembarked, without having experienced, during their slow and deliberate retreat, the slightest molestation from the enemy. Since 7 A. M. on the Abandonment of the expedition and re-embarkation of the troops, &c.

1814. Sept. preceding day, the rocket-ship and bomb-vessels had been called off from the american batteries; which, notwithstanding the long continued bombardment, lost only four men killed and 24 wounded. The ships afterwards stood down the river, and joined the remainder of the squadron at anchor off North point.

Remarks on the subject. No Briton but must regret, that any plan of "ulterior operations" should have obtruded itself, to check the progress of the attack. With respect to naval cooperation, it is well known, that the gallant commanders of the Severn, Euryalus, Havannah, and Hebrus frigates, volunteered to lighten their ships, and lay them close alongside Fort M'Henry. The possession of this fort would have enabled the British to silence the batteries on the opposite side of the bay, and, indeed, have placed the city completely at their mercy. The very advance of the frigates to their stations would probably have led to the destruction of the Java, Erie and Ontario: and then the British might have retired, "holding in view the ulterior operations of the troops," with something more to boast of than, not merely an empty, but, considering what had been lost by it, a highly disastrous, "demonstration."

Boat-attack up the Coan and death of capt. Kenah. On the 19th of September sir Alexander Cochrane, with the Tonnant and Surprise frigate, sailed for Halifax, to hasten the construction of the flat-bottomed boats, intended to be employed in the great expedition on foot; and on the same day, the Albion, rear-admiral Cockburn, sailed for Bermuda, leaving the Royal-Oak 74, rear-admiral Pulteney Malcolm, with some frigates and smaller vessels, and the ships containing the troops, at anchor in the river Patuxent. On the 27th the rear-admiral removed to the Potomac; where, on the 3d of October, the troops were placed into boats, and sent up Coan river. In their way up, two soldiers were wounded, and captain Kenah of the Ætna, a gallant young officer, killed, by musketry from the shore. Against so powerful a force, when once landed, the few militia could not be

expected to stand: they fired a volley and fled, and the troops advanced past Northumberland court-house, five miles into the interior. After taking and scuttling two or three worthless schooners, and, according to the american editors, plundering the inhabitants, the troops reembarked, and stood down the river to their ships. The latter soon afterwards descended the Potomac; and on the 14th, taking with him the Royal-Oak, Asia, and Ramillies 74s, one or two frigates, and all the troop-ships and bombs, rear-admiral Malcolm quitted the Chesapeake for the grand rendezvous at Negril bay, Jamaica. 1814.

Commodore Decatur fits out a torpedo to destroy the Ramillies, but fails in his object.

In our account of the last year's proceedings before the blockaded port of New-London, we related the disgraceful attempt made to destroy the british 74-gun ship Ramillies, and her crew of 590 or 600 men, by an explosion-vessel fitted out at New-York.* We remember frequently hearing it said, that the plan originated with "mercenary merchants;" and it was even hinted, that the projectors were adopted, not native, Americans, the latter being, too "high-minded" to countenance such a proceeding. Above all things, no one, who wished to escape a tar-and-feathering, dare have whispered a supposition, that an american naval officer would lend his ear to so dishonourable a mode of freeing himself from the presence of his enemy. Those, the most ready to fly out on these occasions, did not of course recollect the attempt made in the bay of Chesapeake, with the sanction, if not under the direction, of captain Charles Stewart of the american navy, to blow up the Plantagenet 74, by a torpedo conducted by Mr. Mervine P. Mix, one of the Constellation's midshipmen; nor of a second plan to blow up the Ramillies, projected by that "excellent man," that "ornament to his country,"† commodore Stephen Decatur, but of which, very fortunately, sir Thomas Hardy received intelligence in time to place him on his guard. Nay, an officer and boat's

*. See p. 349. † Brenton, vol. v. pp. 61, 202.

1814. crew from the Ramillies actually succeeded in capturing one of the crew of the frigate United-States, who was to conduct the whale-boat containing the torpedo, and which whale-boat lay for several weeks, waiting a fit opportunity to push off, at Southold on Long island.

The british force at anchor off New-London in January, 1814, consisted, besides the Ramillies, of the 24-pounder 40-gun frigate Endymion, captain Henry Hope, and the 38-gun frigate Statira, captain Hassard Stackpoole. In the hearing of an american privateer-captain, named Moran, about to quit the Ramillies for the shore, captains Hope and Stackpoole happened to express a desire to meet the United-States and Macedonian. This soon became known all over New-London. Feeling his consequence likely to be lowered in the opinion of the citizens, commodore Decatur resolved to put in immediate practice an epistolary stratagem; which, managed as he intended it should be, could not fail to redound to his advantage. On the 14th of January, making the subject of the above reported conversation the ground of the application, the american commodore sent to captain Hardy a written proposition for a contest between the United-States, of "48 guns and a boat-gun," and the Endymion, of "50 guns," and between the Macedonian, of "47," and the Statira, of "50 guns." Captain Hardy readily consented that the Statira should meet the Macedonian, as they were sister-ships; but, quite contrary, as may be supposed, to the wishes of captain Hope, he refused to permit the Endymion to meet the United-States, because the latter was much the superior in force.

Sends a challenge to sir Thos. Hardy.

Sir Thos. consents that Statira may meet Macedonian.

Through the medium of captain Biddle, the bearer of his proposition, commodore Decatur had agreed, that the crews of the Endymion and Statira, both of which were short of complement, should be made up from the Ramillies and Borer; and, had it been finally settled that the meeting should take

1814.

place between the Macedonian and Statira, sir Thomas Hardy meant, as we have understood, to include himself among the volunteers from the Ramillies to serve on board the latter. This would, undoubtedly, have been a very hard measure upon captain Stackpoole; but we do not see how sir Thomas Hardy, having consented that a ship, other than the one he commanded, should meet in single combat the ship of an enemy, could well have acted otherwise.

Meant to command the latter himself.

When commodore Decatur wrote his letter about capturing the Macedonian, he did not mention, although he took care to reckon, that ship's boat-gun; but now he tells us, that the 49th gun of the United-States is a "12-pound carronade, a boat-gun." We have already shown, that the reduction of that ship's force did not go quite the length it purported to go, and that the Macedonian, although she may have mounted but 47 guns, was more effectively armed than when she mounted 49.* The armament of each of the two british ships is easily stated. Until the latter end of the year 1812, when she went into dock at Plymouth, the Endymion mounted, along with her 26 long 24-pounders on the main deck, 14 carronades, 32-pounders, on the quarterdeck, and four of the same caliber and two long nines on the forecastle; total, 46 guns. In May, 1813, the Endymion had her quarterdeck barricade continued a few feet farther forward, to admit an additional carronade of a side; which, with two additional carronades on the forecastle, and, in lieu of her two 9-pounders, a brass long french 18-pounder as a bow chase-gun and for which there was no broadside-port, gave the Endymion 49 guns. Her net complement consisted of 347 men and boys. The Statira mounted the 46 guns of her class, and two light boat-guns, with a net complement (when filled) of 317 men and boys. The crew of the United-States was about 480, and the crew of the Macedonian from 430 to 440 men.

Guns of United-States and Macedonian.

Class of Endymion.

And Statira.

* See p. 346.

1814. Commodore Decatur, however, declined a meeting between the Macedonian and Statira, from the alleged apprehension, that the latter might be overmanned; thereby tacitly admitting, what went rather against the previous claims of himself and his brother conquerors, that three men were better than two. Thus ended this vapouring affair. Commodore Decatur then sent the correspondence to a newspaper-editor; and he and captain Jacob Jones were bepraised on all sides for the valour they had displayed. According to one of the swaggering statements made on the occasion, captain Jones harangued his men, and pretended to lament the loss of so fine a ship as the Statira; which, he assured them, would have been their prize in a very short time. He had also the hardihood to tell them, that it was all owing to the refusal of the British, who were "afraid to contend with Americans upon equal terms."

Commodore Decatur refuses and the match is broken off.

Challenge between Hornet and Loup-Cervier

Shortly after this business was broken off, a verbal challenge passed between the commanders of the Hornet and Loup-Cervier, the late american Wasp. The latter vessel soon afterwards foundered at sea, and every soul on board perished: nothing respecting this challenge has therefore been made public on the british side. The american "Port-folio," for November, 1815, in which the "Life of captain James Biddle" is given, contains some account of it. It is there stated, that "captain (William Bowen) Mends, of the Loup-Cervier, said that, if captain Biddle would inform him of the number of souls he commanded, he, captain Mends, pledged his honour to limit his number to the same; but that commodore Decatur would not permit captain Biddle to acquaint captain Mends with the number of his crew, and meet him on the terms stated; because it was understood that, in that case, the Loup-Cervier would have a picked crew from the british squadron." What do we gather from this? Why, that the Americans, with all picked men on their side, were afraid to meet an equal number of British, because

they *might have* picked men on theirs. Commodore Decatur's amended proposition was: "The Hornet shall meet the Loup-Cervier, under a mutual and satisfactory pledge, that neither ship shall receive any additional officers or men, but shall go into action with their original crews respectively." Was this fair? The Hornet's "original crew" was 170, including about three boys; the Loup-Cervier's original crew 121, including 18 boys. So that, deducting the boys, the numbers would stand: Americans 167, British 103. 1814. April.

The blockade of the american ships in New-London having continued until the season had passed, in which commodore Decatur could hope to effect his escape, the United-States and Macedonian were moved up the river, to the head of navigation for heavy vessels, and there dismantled; and, while captain Jones and the late crew of the Macedonian proceeded to reinforce the squadron under commodore Chauncey on Lake Ontario, commodore Decatur and his ship's company passed into the President, then at anchor in New-York, her late distinguished commander and his crew having been transferred to the new 44-gun frigate Guerrière, fitting for sea at Philadelphia, and armed on the main deck with 30 medium 32-pounders. United-States and Macedonian dismantled.

On the 7th of April, in the evening, captain the honourable Thomas Bladen Capel, of the 74-gun ship Hogue, commanding a small british squadron, consisting, besides that ship, of the Endymion and Maidstone frigates, and 14-gun brig-sloop Borer, captain Richard Coote, despatched six boats, containing 136 men, under the orders of captain Coote, assisted by lieutenant Harry Pyne, and lieutenant of marines Walter Griffith Lloyd, to attempt the capture or destruction of some american vessels near Pettipague point, about 15 miles up Connecticut river. On the 8th captain Coote and his party reached the point, and, after a slight skirmish with some militia, destroyed all the vessels, 27 in number, Boats of Hogue and consorts destroy vessels at Pettipague

1814. afloat or on the stocks within three miles of the place, besides several boats and a considerable quantity of naval stores. Three of the vessels were large privateers, completely equipped and ready for sea; and the aggregate burden of the 27 was upwards of 5000 tons. In the evening, after dark, the boats dropped down the river, without rowing; and the British reached their ships with no greater loss than two men killed and two wounded. For this gallant and important exploit, captain Coote obtained post-rank, and lieutenant Pyne his commission as commander.

Capt. Paget detaches boats of Superb and Nimrod.

On the 14th of June captain the honourable Charles Paget, of the british 74-gun ship Superb, detached, under the orders of lieutenant James Garland, all that ship's boats, and two boats from the 18-gun brig-sloop Nimrod, captain George Hilton, to endeavour to destroy some newly-built ships and other vessels at a place called Wareham, at the head of Buzzard's bay in the state of Connecticut. Lieutenant Garland completely succeeded in his object, without incurring the slightest loss, and destroyed as many ships, brigs, schooners, and sloops, on the stocks and afloat, as measured in the aggregate 2522 tons; also a large cotton manufactory, with its contents, valued at half a million of dollars. The extreme intricacy of the navigation rendered it too hazardous to attempt the enterprise without the assistance of daylight. This, however, would necessarily expose the boats, upon their return down the narrow stream, to a fire of musketry from a numerous militia, which, on the first alarm, had collected from the vicinity. But the foresight and prompt resolution of lieutenant Garland completely succeeded in obviating the danger that was thus to be apprehended; for, as soon as he had destroyed the vessels and cotton manufactory, he ascertained who were the principal people of the place, and then secured them as hostages for a truce, until the boats were conducted back out of the reach of difficulty. This produced

Lieut. Garland destroys vessels at Wareham.

His excellent plan for securing a safe return to the boats.

the desired effect, and the hostages were relanded at the first convenient spot. 1814.

We have already stated that the american frigate Congress was laid up, and have assigned a reason for her having been so. The only remaining 18-pounder frigate belonging to the United States, except the Macedonian in the mud of New-London river, was the Constellation at Norfolk. In the latter end of the year 1813, captain Stewart was relieved in the command of that frigate by captain Charles Gordon, and was promoted to the Constitution: which ship had been in a manner rebuilt, and was lying in President road, Boston, ready for sea. Capt. Stewart appointed to the Constitution.

It appears that this american frigate now mounted a pair of carronades fewer than she did in the Java's action.* But the Constitution had not left either that pair or the pair of which she had previously disarmed herself, on shore, but had transferred them to the hold; so that, as she had the ports for them, they could be remounted in a very few minutes. To compensate for this slight reduction in her armament, the Constitution had taken on board a furnace for heating shot. Her officers stated, that it would heat shot to a white heat in 15 minutes, but that "hot shot were not to be used in action, unless the ship was assailed by a superior force." What an american captain would pronounce "superior force" may be partly imagined by the numerous american descriptions of "equal force" to be found in these pages. Upon her capstan the Constitution now mounted a piece resembling seven musket-barrels, fixed together with iron bands. It was discharged by one lock; and each barrel threw 25 balls, making 175 shot from the piece within the space of two minutes. What could have impelled the Americans to invent such extraordinary implements of war, but fear, downright fear? Her new armament, &c.

Numerically, the Constitution was well manned, having a crew of 480, including three boys; but all the best hands out of her first crew had been draughted to the ships on the lakes, except a few

* See pp. 140, 165.

1814. Feb. State of her crew.

sent on board the Chesapeake. The ship had now, therefore, what the Americans would call a bad crew, but what a british captain, judging from their personal appearance, would consider a tolerably fine ship's company. To give the men increased confidence in case of being boarded, they were provided with leather caps, fitted with narrow plates of iron, crossing at the top, and bending upward from the lower edge of the crown, to prevent a blow from striking the shoulder after having glanced on the head. Another strong symptom of fear; all the effect of the exertions making by the British, to meet the Americans on terms not quite so unequal as had been the case in nearly every action in which the latter had come off victorious.

Constitution sails from Boston and falls in with Pique.

On the 1st of January, 1814, after having suffered herself to be blockaded, for several weeks, by the 38-gun frigate Nymphe, captain Farmery Predam Epworth, the Constitution escaped to sea unperceived from President road. On the 14th of February, to-windward of Barbadoes, captain Stewart captured and destroyed the british 14-gun schooner Pictou; and on the 23d, when running through the Mona passage on her way homewards, the Constitution fell in with the british 18-pounder 36-gun frigate Pique, captain the honourable Anthony Maitland. The Pique (late french Pallas*) was a remarkably fine frigate of her class, measuring 1029 tons, and mounted, along with her 26 long 18-pounders on the main deck, 16 carronades, 32-pounders, and four long nines on her quarterdeck and forecastle, total 46 guns, with an established complement of 284 men and boys.

When, at about noon, they first discovered each other, the two ships were steering to the north-west, with a light wind right aft. The Pique immediately braced her yards by, to allow the stranger, who was astern under a crowd of sail, to come up. At 4 h. 30 m. P. M. the Constitution took in her studding-sails. Observing this, the Pique hauled to the wind on the

* See vol. iii. p. 46.

larboard tack, and, hoisting her colours, made all sail to close. Almost immediately afterwards, and when bearing from the Pique south-east by south distant three miles, the Constitution took a reef in her topsails, hoisted her colours, and hauled to the wind on the starboard tack. The island of Zachee at this time bore from the Pique north by east distant 12 or 13 miles. The change of position of each ship afforded to the other a tolerable idea of the force which would be opposed to her. The Constitution counted 13 ports and a bridle on the Pique's main deck, and saw at once that she was of a class inferior to the Guerrière and Java; and the Pique counted 15 ports and a bridle on the Constitution's main deck, and therefore knew as well that she was one of the large class of american frigates.

1814. Feb. Constitution shortens sail, and Pique hauls up to give her.

We formerly noticed the directions given by the british admiralty, that the 18-pounder frigates were not to seek an engagement with the american 44-gun frigates. A prohibitory order of this kind was in the possession of captain Maitland; but was of course unknown to his crew. He had the good fortune to command one of the finest ship's companies in the british navy; and, as a proof how much british seamen had been "cowed by the successes of the Americans," the Pique's men, on observing that it was not captain Maitland's intention to become the assailant, went aft and requested him to bring the american frigate to action. Captain Maitland could do no less than read to them the instructions he had received, but entirely failed in persuading the Pique's crew, that there had been any necessity for issuing them. Either just before, or just after, the reading of the captain's orders, the crew refused to take their supper-time grog; alleging as a reason, that they did not want "dutch courage to fight a yankee frigate." Although it is true, that the Constitution was by no means so well manned as when she took the Java or Guerrière, and that the Pique had about 260 men, who, upon an average, were not more than 26 years of age, and the major part of them good seamen, yet

Pique ordered not to engage an american 44.

Anecdote of the Pique's crew.

1814. the numerical disproportion was too great; and it was well that captain Stewart thought the Pique's 18s were 24s and, therefore did not make an effort to bring her to action.

The two frigates separate.

At 8 P. M., owing to thick squally weather, during which the wind shifted to the east-north-east, the two frigates lost sight of each other. At 2 A. M. on the 24th the Pique tacked to the south-east, and, crossing the bows of the Constitution, again discovered her, at the distance of about two miles on her lee beam. As each stood on her course, the Pique to the south-east, and the Constitution to the north by west, the two ships, by 3 A. M., had run each other quite out of sight. Those who have gone along with us thus far, in unravelling the american accounts, and exposing the little peccadilloes of the writers, professional and non-professional, will feel no surprise at being told, that captain Stewart declared to his government, and through that channel to the public, that he had chased a british frigate, but that she had escaped from him in the dark.

Junon and Tenedos chase Constitution into Marblehead.

On the 3d of April, at 7 A. M., having arrived off the port of Marblehead, in the state of Massachusetts, the Constitution fell in with the two british 38-gun frigates Junon, captain Clotworthy Upton, and Tenedos, captain Hyde Parker. The american frigate was standing to the westward, with the wind about north by west, and bore from the two english frigates about north-west by west. The Junon and Tenedos quickly hauled up in chase, and the Constitution crowded sail in the direction of Marblehead. At 9 h. 30 m., finding the Tenedos rather gaining upon her, the Constitution started her water, and threw overboard a quantity of provisions, spars, and other articles. At 11 h. 30 m. she hoisted her colours, and the two british frigates, who were now rather dropping in the chase, did the same. At 11 h. 30 m. P. M. the Constitution came to an anchor in the harbour of Marblehead. Captain Parker, whose ship now bore from Cape Ann north-north-east distant nine miles, was anxious to follow the american

Constitution eventually reaches Boston

frigate into the port, which had no defences; but the Tenedos was recalled by signal from the Junon. A shift of wind to the south-east enabled the Constitution, at 6 P. M., to remove to Salem; where she lay much more secure. A short time afterwards the american frigate found an opportunity of quitting Salem unperceived, and anchored in the harbour of Boston. 1814. Aug.

On the 26th of August an expedition, under the joint command of lieutenant-general sir John Coape Sherbrooke, governor of the province, and rear-admiral Edward Griffith, consisting of the 74-gun ship Dragon, captain Robert Barrie, frigates Endymion and Bacchante, captains Henry Hope and Francis Stanfell, 18-gun ship-sloop Sylph, captain George Dickens, and 10 sail of transports with troops, sailed from Halifax, Nova-Scotia, bound to the river Penobscot, near the north-eastern extremity of the coast of the United States. On the 31st, when off the Metinicus islands, the expedition was joined by the 74-gun ship Bulwark, captain Farmery Predam Epworth, frigate Tenedos, captain Hyde Parker, and brig-sloops Rifleman and Peruvian, captains Joseph Pearce and George Kippen. From the Rifleman intelligence was now received, that the United States' ship Adams, of 26 guns, captain Charles Morris, had a few days before put into Penobscot, and, not deeming herself safe at the entrance of the river, had proceeded to Hamden, a place situated 27 miles higher up: where she had landed her guns and placed them in battery for her protection. The original plan of making Machias on the main coast the first point of attack, was now deviated from, and the general and admiral determined to ascend the river and endeavour to capture or destroy the Adams. Expedition sails from Halifax Nova-Scotia, for river Penobscot. Learns that Adams had gone up to Hamden.

Towards evening the fleet, led by the Tenedos, made sail up the Penobscot with a fair wind, and by daylight on the 1st of September was off the fort and town of Castine. At 8 A. M. the men of war and transports came to anchor; and, after a slight Fleet ascends the river.

1814. Sept. Capt. Barrie detached to destroy Adams, &c.

show of resistance, Castine surrendered. The service of capturing or destroying the Adams frigate and the batteries erected for her defence was now intrusted to captain Barrie; who, at 6 P. M., taking with him the Peruvian and Sylph sloops, a tender belonging to the Dragon commanded by acting lieutenant James Pearson, and the Harmony transport, commanded, on this occasion, by lieutenant William Henry Woodin, containing between them about 600 troops under lieutenant-colonel Henry John, proceeded with the utmost despatch up the Penobscot. Light variable winds, thick foggy weather, and a most intricate channel of which the British were entirely ignorant, made it 2 P. M. on the 2d before the Peruvian and her consorts arrived off Frankfort. At 5 P. M., having arrived off Ball's head cone, distant about five miles from Hamden, colonel John and captain Barrie landed to reconnoitre; and by 10 P. M. the whole of the troops were also landed. The troops bivouacked for the night amidst an incessant rain; and at 6 A. M. on the 3d the little party began their march towards Hamden. The larger vessels were kept in the rear in reserve; while the boats, commanded by lieutenant George Pedlar first of the Dragon, assisted by lieutenant the honourable George James Perceval, of the Tenedos, and lieutenant Francis Ormond, of the Endymion, and preceded, at the distance of about a quarter of a mile, by a rocket-boat under the immediate direction of captain Barrie himself, advanced in line with the right flank of the army.

American and british forces appear.

The american militia and crew of the Adams, to the number altogether, as reported, of 1400 men, had taken up a most excellent position on a high hill fronting the town of Hamden, with some field-pieces stationed in the woods on their right. About a quarter of a mile to the southward of the Adams frigate, and calculated to command both the highway by which the troops were advancing and the river, were mounted eight 18-pounders; and 15 more 18-pounders were mounted on a wharf close to

the Adams, completely commanding the river, which at that spot was only 600 yards wide. The british force consisted, besides the 600 infantry and artillery under lieutenant-colonel John, of 80 marines under captain Thomas Carter of the Dragon, and about as many seamen under lieutenants James Symonds, Samuel Mottley, and Henry Slade, all of the Bulwark, and Mr. John Spurling, that ship's master. 1814. Sept.

The moment the british boats arrived within gun-shot, the Americans opened a fire upon them both from the hill and the wharf. This fire was warmly returned, and the rockets evidently threw the enemy into confusion. In the mean time the troops, marines, and seamen had stormed the hill with the utmost gallantry, and the american militia were in full retreat on the road to Bangor. Before the boats could get within grape-shot distance, captain Morris, finding himself deserted by those who, doubtless, had, a few minutes before, promised to perform wonders, set fire to the Adams. The american militia made so good use of their legs, that very few were taken prisoners. The only loss sustained on the part of the British was one seaman killed, captain Gall, of the 29th, and seven privates wounded, and one rank and file missing. Two ships, one of them armed, were destroyed by the Americans at the same time as the Adams. The British immediately hastened on to Bangor, which also surrendered; and there one ship, one brig, three schooners, and a sloop were destroyed. A copper-bottomed brig, pierced for 18 guns, and the Decatur privateer, of 16 guns, were captured, but lost in descending the river. Several vessels, at the different towns on the banks of the river, were found on the stocks, but were all left untouched. As the British advance Americans retreat and destroy the Adams.

The Adams had been a 32-gun frigate, but was afterwards lengthened, so as to rate as a 36; and then, on account of some defect in her construction, was cut down to a corvette. She measured 725 Size and force of the Adams.

1814. April. tons american, or about 783 english. The Adams sailed upon her last cruise with an armament of four long 18-pounders, 20 columbiad, or medium guns of the same caliber, and two long 12-pounders, total 26 guns, and with a complement, according to a prisoner who was some weeks on board of her, of 248 picked seamen, chiefly masters and mates of merchantmen. The Adams, therefore, was one of the most formidable "corvettes" that cruised on the ocean. While in the Irish channel, towards the end of July, she was chased by the 18-pounder 36-gun frigate Tigris, captain Robert Henderson, and would probably have been caught, had not captain Morris thrown overboard his quarter guns and a portion of his stores. Captain Brenton confounds the Adams with the "John-Adams," and gives the ship only "20 guns."*

State of british force on Lake Ontario.

As at the close of the preceding year, the military and naval commanders in chief, upon the canadian frontier of the United States, were lieutenant-general sir George Prevost and commodore sir James Lucas Yeo. On the 15th of April were launched at Kingston, Lake Ontario, the british ships Prince-Regent and Princess-Charlotte. The first measured 1310 tons, and mounted 28 long 24-pounders on the main deck, four long 24-pounders, four carronades, 68-pounders, and 22 carronades, 32-pounders, on the upper or spar deck, total 58 guns, with a complement of 485 men and boys. The last-named ship measured 815 tons, and mounted 24 long† 24s on the main deck, and two more, along with fourteen 32 and two 68 pounder carronades on the quarterdeck and forecastle, total 42 guns, with a complement of 315 men and boys. The six 68-pounder carronades were the same mounted in the preceding year on board the Wolfe and Royal-George. The latter, now named the Niagara, had replaced the two 68s with two long 18-pounders; the former,

* Brenton, vol. v. p. 171. † Doubtful if not medium.

now the Montreal, her four, with the same number of 32-pounder carronades. The schooners Moira and Sidney-Smith had been altered into brigs, and their names changed to the Charwell and Magnet; as had been the names of the Melville and Beresford to the Star and Netley; but, it is believed, no alterations, beyond those already mentioned, were made in the armaments of any of the british vessels. 1814, May.

Same of american forces.

Before the end of March, commodore Chauncey had succeeded in equipping two large brig-sloops, the Jones and Jefferson, each, as acknowledged, of 500 tons american, and therefore of at least 530 tons english. It has been stated, that these brigs carried 42-pounder carronades, and mounted 24 guns each; but they will be considered as having mounted the same as the ships Frolic and Peacock, with the addition of a long 24-pounder upon a traversing carriage. The Sylph, now a brig, mounted, in lieu of her former armament, 14 carronades, 24-pounders, and two long 12s. On the 1st of May, was launched at Sackett's-Harbour, the Superior, of about 1580 tons, mounting 30 columbiad or medium 32-pounders on the lower or main deck, two long 24s, and 30 carronades, 42-pounders, on the upper or spar deck, total 62 guns, with a complement of 550 men.

British expedition to the Oswego.

Oswego is situated on the river of the same name, near its confluence with Lake Ontario, and is distant from Sackett's-Harbour about 60 miles. At the mouth of the river there is a safe harbour, with two fathoms' water; the channel to which is completely commanded by a well-built fort, standing, along with the state warehouses, barracks, and a few houses, upon a commanding height on the eastern shore of the river, having its front towards the lake. On the western bank of the river stands the town, consisting of about 30 houses. As this river afforded the only water communication between New-York and Sackett's-Harbour, the accumulation of naval stores in the warehouses of Oswego is readily explained,

1814. May. and gave to the post an importance which it would not otherwise possess. On the 3d of May, in the evening, a detachment of troops, numbering altogether 1080 rank and file, embarked in the vessels of sir James Yeo's fleet, lying at Kingston; and, early on the following morning, lieutenant-general Drummond went on board the Prince-Regent, as commander of the troops. The squadron, consisting of the Prince-Regent, captain Richard James Lawrence O'Connor, bearing the broad pendant of sir James Yeo, Princess-Charlotte, captain William Howe Mulcaster, Montreal, captain Stephen Popham, Niagara, captain Francis Brockell Spilsbury, Charwell, captain Alexander Dobbs, Star, captain Charles Anthony, and Magnet, captain Henry Collier, immediately stood out of the harbour; but, on account of light and variable winds, did not arrive off Oswego until noon on the following day.

Defensive preparations by the Americans. Either suspicion, or direct information, of the attack had led to preparations on the part of the Americans. Since the 30th of April lieutenant-colonel Mitchell had arrived from Sackett's-Harbour, with 300 heavy and light artillery, and several engineer and artillery officers. The batteries were repaired and fresh picketed, and new platforms laid for the guns; which were four in number, 24, 12, and 6 pounders; besides a 12-pounder, planted *en barbette* close to the lake-shore. The United States' schooner Growler, of three heavy guns, lieutenant George Pearce, was lying in the harbour, preparing, under the superintendence of captain Woolsey, to conduct to Sackett's-Harbour a division of batteaux laden with stores. Arrangements had also been made for assembling the militia of the district; and, no sooner did the british squadron show itself at 6 A. M. on the 5th, than alarm guns were fired, which soon brought to the post upwards of 200 militia; thus making a total force of at least 540 men. By way, also, of making this force appear treble what it was, in the hope thereby to daunt

the British, and prevent them from attempting to land, the Americans pitched all their tents upon the opposite, or town side of the river, while they themselves remained in their barracks. 1814. May.

At 3 P. M. the ships lay to within long range of the shore; and the gun-boats, 11 in number, were sent in, under the orders of captain Collier, to induce the enemy to show the number and position of his guns. At 4 P. M., by which time the gun-boats had got within point-blank range, the Americans opened their fire, and a mutual cannonade was kept up until 5h. 30m. P. M.; when, having effected his object, captain Collier stood back to the fleet. Preparations were now made for disembarking the troops on that evening, but, about sunset, a heavy gale from the north-west compelled the ships to gain an offing; in which effort, four of the boats, their crews being first taken out, were obliged to be cut adrift. As soon as the weather moderated, the squadron cast anchor about 10 miles to the northward of the fort. British ships driven off by a gale.

On the 6th, in the morning, the ships having returned and every thing being ready, a division of about 770 men, including 200 seamen, armed with pikes, under captain Mulcaster, embarked in the boats. Owing to the shoalness of the water off the harbour, the Prince-Regent and Princess Charlotte could not approach near enough to cannonade the battery with any effect; but this service was most gallantly performed by the Montreal and Niagara, under a heavy discharge of red-hot shot, which set the Montreal on fire three times. The Magnet took her station in front of the town, on the opposite side of the river; while the Star and Charwell towed in and covered the boats, containing the troops. The wind was at this time nearly ahead; and the consequent tardiness in the approach of the boats exposed the men to a heavy and destructive fire from the enemy's batteries, and from upwards of 500 regulars and militia, drawn up on the brow of Return and land troops, &c.

1814. the hill. The British, nevertheless, effected their landing, and instantly formed on the beach. Having to ascend a steep and long hill, the troops suffered extremely from the enemy's fire. No sooner, however, had they reached the summit, than the 300 american regulars retired to the rear of the fort, and the 200 american militia fled, helter-skelter, into the woods. In 10 minutes after the British had gained the height, the fort was in their possession. Lieutenant James Laurie, of the marines, was the first man who entered it; and lieutenant John Hewett, of the same corps, climbed the flag-staff, under a heavy fire, and struck the american colours, which had been nailed to the mast; more, as it would seem, to give trouble to the British, than to evince a determination, on the part of the Americans, of defending the post with any unusual obstinacy.

Retreat of the Americans.

Gallantry of lieut. Hewett.

Loss on each side.

The British loss in the affair of Oswego was rather severe. It amounted to one captain of marines, (William Holtoway,) and 14 non-commissioned officers and privates of the royal marines and De Watteville's regiment, and three seamen killed, one captain and one subaltern of De Watteville's, two captains, (William Howe Mulcaster, dangerously, and Stephen Popham,) one lieutenant, (Charles William Griffith Griffin,) and one master of the navy, (—— Richardson,) 51 non-commissioned officers and privates of the royal marines and De Watteville's, and seven seamen wounded, total, 18 killed and 64 wounded. The Americans stated their loss at one lieutenant and five men killed, 38 wounded, and 25 missing. The British captured 60 prisoners.

Stores, &c. carried away and destroyed by the British.

The British carried away with them seven long guns, 32 and 24 pounders, a great quantity of ordnance stores, and large rope, 2400 barrels of provisions, and three schooners. They destroyed three long 24-pounder guns, one long 12, and two long 6s, a schooner, the barracks, and all the other public buildings. One of the schooners

was the Growler, late Hamilton. Besides the above, a quantity of cordage, and other naval stores, and three long 32-pounders, were sunk in the river by the Americans themselves. The guns and stores for the new ship Superior, had, unknown to the British, been removed from Oswego previously to the attack; and reached Sackett's-Harbour, chiefly by land conveyance. After departing from Oswego, sir James anchored off Sackett's-Harbour, and blockaded a port which sir George Prevost, with a portion of the large force then concentrated around him at his "camp of instruction" at Chambly, ought to have enabled him to attack. 1814. May.

Unsuccessful attack by captains Popham and Spilsbury at Sandy creek.

By the capture of a boat from Oswego, containing two long 24-pounders and a 19½ inch cable for the Superior, sir James became apprized that 18 other boats, similarly laden, were waiting at Sandy creek for an opportunity of reaching Sackett's-Harbour. He accordingly detached captains Popham and Spilsbury, with 180 seamen and marines, to endeavour to cut out the vessels. On the 30th of May, shortly after daylight, the two captains arrived at and began ascending the creek; and, when within a quarter of a mile of the enemy, lieutenant Thomas S. Cox, with the principal part of the marines, was landed on the left bank, and lieutenant Brown, with the cohorn and small-arm party, accompanied by lieutenant Patrick M'Veagh, with a few marines, landed on the right bank. Just as the leading british boat, containing a 68-pounder in the bow and a 24-pounder in the stern, had arrived within sight of the american boats, the 68-pounder, the previous fire from which had dispersed a body of Indians from the banks of the river, became disabled, and the boat pulled round to bring the 24-pounder to bear. Considering by this that the British were on their retreat, the Americans, to the number of 150 riflemen, 200 Indians, and a large body of militia and cavalry, unexpectedly rushed upon them. The British made a noble resistance, but were at length overpowered and made prisoners. As a proof that captains Popham

1814. June. and Spilsbury and their party of seamen and marines made an obstinate resistance, their loss amounted to 18 killed, including Mr. Hoare, a master's mate of the Montreal, and 50 dangerously wounded, including lieutenants Cox and M'Veagh. Captain Popham concludes his official letter on the subject with this paragraph: "The exertions of the american officers of the rifle corps, commanded by major Appling, in saving the lives of many of the officers and men, whom their own men and the Indians were devoting to death, were conspicuous, and claim our warmest gratitude."

Sir James Yeo returns to Kingston from off Sackett's-Harbour.

On the 11th of June the Americans launched at Sackett's-Harbour the Mohawk, of about 1350 tons, mounting 28 long 24-pounders on the main deck, two long 24s and 18 carronades, 42-pounders, on the quarterdeck and forecastle, total 48 guns, with a complement of 460 men. This made the british and american forces in this lake stand, in relative broadside force at, british 2752 lbs., and american 4188 lbs., and in number of men at, british 1517, american 2321. In the latter end of July sir James Yeo raised the blockade of Sackett's-Harbour, and returned to Kingston; and on the 1st of August commodore Chauncey sailed out of port, vexed at the unwillingness of the British to meet him on "equal terms."

Effects of capt. Barclay's defeat on Lake Erie.

Some operations on the upper lakes now demand our attention. The possession of captain Barclay's fleet had not only given to the Americans the entire command of Lake Erie, and the large lakes, Huron and Superior, leading from it, but had restored to them the immense territory of Michigan, and gained over on their side five nations of Indians, late the allies of the British. Had the spirit of the Americans, indeed, kept pace with the apathy and neglect, so conspicuous on the part of the british commander in chief, the province of Upper Canada could not have held out as it did.

After the capture of the british flotilla on this lake, captain Perry retired to Lake Ontario, to

serve under commodore Chauncey, and the command on Lake Erie devolved upon captain Arthur Sinclair. In the month of July, taking with him the two large brigs, Niagara and St.-Lawrence, and the Caledonia, Ariel, Scorpion, and Tigress, captain Sinclair entered Lake Huron, and on the 4th of August failed in an attack upon the british port of Michilimacinac at the head of that lake. Having obtained intelligence that lieutenant Miller Worsley, of the british navy, with the north-west company's schooner Nancy, was at Nattawassaga, captain Sinclair, first despatching the St.-Lawrence and Caledonia brigs, with a portion of the troops to cooperate with the american army at Fort Erie, proceeded with the remainder, to attack a post deemed far less difficult of reduction, than the "Gibraltar," (Michilimacinac,) from which he and colonel Croghan had just been repulsed. The Nancy was lying about two miles up the Nattawassaga, under the protection of a block-house, situated on the south-east side of the river; which here runs parallel to, and forms a narrow peninsula with, the shore of Gloucester bay. This enabled captain Sinclair to anchor his vessels within good battering distance of the block-house. A spirited cannonade was kept up between the block-house, where, besides two 24-pounder carronades on the ground, a 6-pounder was mounted, and the three american vessels outside, composed of the Niagara, mounting, as formerly stated, 18 carronades, 32-pounders, and two long 12-pounders, and the Tigress and Scorpion, mounting, between them, one long 12, and two long 24 pounders. In addition to this force, a 5½-inch howitzer, with a suitable detachment of artillery, had been landed on the peninsula. Against these 24 pieces of cannon, and upwards of 500 men, were opposed, one piece of cannon, and 23 officers and seamen.

1814. Aug. Capt. Sinclair fails in an attack on Michilimacinac.

Attacks schooner Nancy at Nattawassaga.

Further resistance was in vain; and, just as lieutenant Worsley had prepared a train, leading to the Nancy from the block-house, one of the enemy's shells

1814. Sept. burst in the latter, and both the block-house and the vessel were presently blown up. Lieutenant Worsley and his men escaped in their boat up the river; and, fortunately, the whole of the north-west company's richly laden canoes, bound across the lake, escaped also into French river. Having thus led to the destruction of a vessel, which the american commander had the modesty to describe as "his britannic majesty's schooner Nancy," captain Sinclair departed for Lake Erie; leaving the Tigress and Scorpion to blockade the Nattawassaga, and, as that was the only route by which supplies could be readily forwarded, to starve the garrison of Michilimacinac into a surrender.

Nancy is blown up, and captain Sinclair returns to Lake Erie.

After remaining at their stations for a few days, the two american schooners took a trip to the neighbourhood of St.-Joseph's. Here they were discovered, on the 25th of August, by some Indians on their way to Michilimacinac. On the 31st lieutenant Worsley and his men arrived at the garrison, bringing intelligence that the two schooners were five leagues apart. An immediate attempt to effect their capture was, therefore, resolved upon; and on the 1st of September, in the evening, lieutenant Worsley and his party, composed of midshipman Dobson, one gunner's mate, and 17 seamen, reembarked in their boat; and lieutenant Bulger, of the royal Newfoundland regiment, along with two lieutenants, two sergeants, six corporals, and 50 rank and file, of his own corps, one hospital-mate, one bombardier, and one gunner of the royal artillery, with a 3 and 6 pounder, major Dickson, superintendent of indian affairs, four others of the indian department, and three indian chiefs, making a total of 92 persons, embarked on board three other boats. A body of Indians also accompanied the expedition in their canoes. It was sunset on the 2d, before the boats arrived at the Detour, or entrance of St.-Mary's strait; and not until the next day, the 3d, that the exact situation of the american vessels

Lieuts. Worsley and Bulger capture american schooner Tigress

became known. At 6 P. M. the boats pulled for the nearest vessel, ascertained to be at anchor about six miles off. The Indians, who, as just stated, had quitted Michilimacinac with the expedition, remained three miles in the rear; and at 9 P. M. the schooner appeared in sight. As soon as she discovered the boats, which was not till they had approached within 100 yards of her, the american vessel opened a smart fire from her long 24-pounder and musketry. The boats, however, advanced rapidly; and, two of them boarding her on each side, lieutenant Worsley carried, in five minutes, the United States' schooner Tigress, of one long 24-pounder on a pivot-carriage, and 28 officers and men. The british loss was two seamen killed, lieutenant Bulger, and four or five soldiers and seamen wounded; and the american loss, three men, including one or two officers, wounded. 1814. Sept.

On the 4th, early in the morning, the prisoners were sent in one of the boats, under a guard, to Michilimacinac, and preparations were made to attack the other schooner, which was understood to be at anchor 15 miles further down. On the 5th the Scorpion was discovered working up to join her supposed consort, the american ensign and pendant being still kept flying on board the Tigress. In the evening the Scorpion anchored at the distance of about two miles from the Tigress: who, just as day was dawning on the 6th, slipped her cable, and, running down under her foresail and jib, was within 10 yards of the Scorpion before any discovery was made. In five minutes more the deck of the latter was covered by the two lieutenants and their men, and the british flag was hoisted over that of the United States. The Scorpion was manned with 30 officers and men; and carried one long 24, and, in her hold, one long 12 pounder. Her loss amounted to two killed and two wounded; that of the British to one or two soldiers wounded, making the total british loss, in capturing the two vessels, amount to three Also the Scorpion.

1814 Aug. killed and eight wounded. These two american "gun-boats" averaged, according to british measurement, 100 tons. They had on board abundance of shot, including some 32-pounders, and in small-arms, between them, 64 muskets and 104 cutlasses and boarding-pikes. As a proof of the value of these two schooners, now that they were afloat upon Lake Huron, their hulls and stores were appraised by the proper officers at upwards of 16000*l.* sterling. In another point of view, they were still more valuable. Commodore Perry's victory left the Americans without an enemy to fear upon the lakes Erie and Huron; and yet do we find, still remaining on board of the four (including two that will be named presently) smallest of his nine vessels, three times as many experienced seamen, as were on board all the "very superior british fleet," which that "illustrious american commodore," after an obstinate struggle, succeeded in capturing.

State of equipment of these vessels, &c.

Capture of american armed schooners by captain Dobbs.

On the 12th of August the three United States' armed schooners, Somers, Ohio, and Porcupine, each with 35 men commanded by a lieutenant, being stationed close to Fort Erie, then in the possession of the Americans, for the purpose of flanking the british army in their approach against it, captain Dobbs, of the Charwell, with a detachment of 75 seamen and marines from his vessel and from the Netley, lieutenant Coples Radcliffe, lying opposite to Fort George, resolved to attempt their capture or destruction. For this purpose, the seamen carried the captain's gig upon their shoulders from Queenstown to Frenchman's creek, a distance of 20 miles. From this spot, by the aid of lieutenant-colonel Nichol, the quarter-master general of the militia, five batteaux, as well as the Charwell's gig, were got across through the woods to Lake Erie, a distance of eight miles. Two of the american schooners, the Somers and Ohio, were presently carried, sword in hand; "and the third," says captain Dobbs, "would certainly

have fallen, had not the cables been cut; which made us drift to-leeward of her among the rapids." It is almost impossible, without having been on the spot, to form an adequate idea of the rapidity, and of course the danger, of the Niagara stream, as it approaches the cataract. 1814.

The british loss was lieutenant Radcliffe and one seaman killed, and four seamen wounded; the loss on the part of the Americans one seaman killed, three officers and four seamen wounded. When it is considered that, with the Porcupine, the Americans had a force of 92 lbs. weight of metal and 105 men, to oppose to 75 men, without any artillery whatever, the exploit of captain Dobbs and his brave followers deserves every commendation. It proved that british seamen could find expedients to capture two out of three fine american armed schooners, in waters, where the gig and five batteaux of the conquerors were the only british vessels afloat. Losses each side.

About the middle of October, when the season for cruising on Lake Ontario was almost over, the British succeeded in getting ready their large ship the St.-Lawrence, of 2305 tons, and intended to mount 102 guns. A "peep into Kingston," by one of the american light vessels, gave commodore Chauncey timely notice of this, and he retired to Sackett's-Harbour to stir out no more. The Americans now commenced building two "74-gun ships," each of whose broadsides would have about equalled that of the St.-Lawrence. To meet this on the part of the British, a 74 was commenced upon, and a frigate, like the Princess-Charlotte, constructed; but, before the lakes were open in the ensuing spring, peace came, otherwise, there is no saying whether the building mania would not have continued, until there was scarcely room on the lake for working the ships. Launching of the St.-Lawrence on Lake Ontario.

During the months of June and July, the Quebec papers were continually announcing the arrival of transports from the Garonne with troops; and those Arrival of troops at Quebec

1814. troops, too, such as, under the marquess of Wellington, had hitherto carried all before them. So satisfied now were the Americans, that Sackett's-Harbour would be the first point of attack, even if sir George had to cross the St.-Lawrence, and march overland, that general Izard, on the 1st of September, broke up his encampment at Plattsburg, and marched there with between 3000 and 4000 regulars. If any thing could raise british courage beyond its accustomed height, it was, surely, the emulation which existed between the troops that had recently arrived from the Peninsula, and those that had been originally allotted for the defence of the Canadas; the one, highly jealous of the reputation they had already gained, the other, equally so, of their local experience, and of the dressing they had several times given to superior numbers of the very same enemy, against whom the two united bodies were now about to act. Under these circumstances, will any one, except an American, say, that 11000 of such troops would not have beaten, upon any ground where evolutions could be practised, 17000 of the best troops which the United States could have brought into the field? A british army, then, of 11000 men, with a most excellent train of artillery, commanded in chief by sir George Prevost, and, under him, by officers of the first distinction in the service, left their camp at Chambly, "with a view," says the american official account, "of conquering the country, as far as Crown point and Ticonderoga" on Lake Champlain.

Sir George Prevost marches with them for the american lines.

British force on Lake Champlain.

In the early part of August the british naval force on Lake Champlain consisted of the brig-sloop Linnet, of 16 long 12-pounders and 80 men and boys, commanded by captain Daniel Pring, cutter Chubb, of 10 carronades, 18-pounders, and one long 6-pounder, and 40 men and boys, lieutenant James M'Ghie, cutter Finch, of six 18-pounder carronades, one medium or columbiad 18-pounder, and one 6-pounder, lieutenant William Finch, and 10 gun-

boats, mounting between them two long 24, and five long 18, pounders, and six 32-pounder carronades, and manned with 294 men and boys, of whom 30 were british seamen: the remainder, as was the case with the greater proportion of the crews of the three larger vessels, consisted of privates of the 39th regiment and canadian militia, very few of which latter could speak a word of english. This would make a total of 48 guns and 444 men and boys; the greater part, as already stated, regular soldiers and canadian militia. 1814. Aug.

The american force consisted of the ship Saratoga, mounting on a flush deck eight long 24-pounders, 12 carronades, 32-pounders, and six carronades, 42-pounders, total 26 guns, with a complement of 250 as her regular crew, besides a detachment of the 15th United States' infantry acting as marines, making a total of at least 300 men, commanded by commodore Thomas Macdonough; brig Eagle, captain Robert Henley, of eight long 18-pounders and 12 carronades, 32-pounders, total 20 guns, and 142 men as her regular crew, and at least 160, including her acting marines; schooner Ticonderoga, lieutenant commandant Stephen Cassin, of eight long 12, and four long 18, pounders and five 32-pounder carronades, total 17 guns, and a regular crew of 115, with about 15 acting marines, or 130 men in the whole; sloop Preble, of seven long 9-pounders and 45 men, and 10 gun-boats, mounting between them six long 24, six medium 18, and four long 12 pounders, and manned with 346 men; making a grand total of 86 guns and 981 men, the whole of the latter, excepting the regular troops (about 83 in number) acting as marines, seamen from the american ships of war laid up at New-London and other ports on the Atlantic frontier. American force.

On the 25th of August a ship, which had been hastily constructed by the British, was launched in the vicinity of Isle-aux-Noirs; and on the 3d of September captain George Downie, late of the Launching of the Confiance.

1814. Aug. Montreal on Lake Ontario, accompanied by his first lieutenant, arrived to take the command of the Confiance, as the new ship was named, as well as of the british squadron on Lake Champlain: which squadron, as soon as the Confiance could be armed and manned, sir George Prevost had directed to cooperate with the british army, in the intended attack upon Plattsburg and the american shipping lying near it. On the same day that he arrived, captain Downie detached captain Pring with the flotilla of gun-boats to protect the left flank of the army; and on the 4th captain Pring took quiet possession of Isle de la Motte, and constructed a battery of three long 18-pounders to support his position abreast of Little-Chazy, where the supplies of the army were ordered to be landed.

Sir George Prevost requests captain Downie to cooperate in an attack upon Plattsburg.

The approach of sir George's army, by Odelltown, to the line of demarcation, was the signal for major-general Macomb, with the few regulars of general Izard's army left under his command, to retire from the neighbourhood of the lines towards Plattsburg; and the latter's abandoned camp was entered by sir George Prevost on the 3d of September. From this position the british left division, of about 7000 men, composed of all but the reserve and heavy artillery, moved forward on the 4th, and halted on the 5th, within eight miles of Plattsburg; having taken four days to advance 25 miles along the lake-shore. On the 6th, early in the morning, the left division proceeded on its march, major-general Power's, or the right column advancing by the Beekmantown road; and major-general Brisbane's column, except one wing of De Meuron's regiment, left to keep up the communication with the main body, taking the road that runs parallel to Lake Champlain. At a bridge crossing a creek that intersects this road, the american general had stationed a small force, with two field-pieces, to abattis and obstruct the way. In the mean while the right column, meeting with no impediments to its pro-

The british army marches towards Plattsburg.

gress, passed rapidly on, 700 american militia, upon whom, says general Macomb, "the british troops did not deign to fire, except by their flankers and advanced patroles," retreating before it. The rapid advance of major-general Power secured major-general Brisbane from any further opposition than such as he might experience from the american gun-boats and gallies. Notwithstanding a heavy fire from their long 24 and 12 pounders, the bridge across the creek was presently reconstructed, and the left column moved forward upon Plattsburg. 1814. Sept.

The village of Plattsburg contains about 70 houses and stores, and is situated on both sides of the river Saranac, close to its confluence with Lake Champlain. The statement in the british official account, that, "the column entered Plattsburg," must, therefore, be understood to mean, either the township of that name, or the small portion of the village which was situated on the north side of the stream. It was to the south side that general Macomb, after taking up the planks of the bridge, had retreated; and it was on the elevated ridge of land forming its bank, that the Americans had erected their works. General Macomb mentions three forts, and two block-houses strongly fortified. One of the latter mounted three guns; and we believe there were from 15 to 20 guns in all, most of them of heavy caliber. There was, also, a large new stone-mill, four stories high, which formed an excellent position for the american riflemen. In was on the evening of the 6th, that the british left division arrived on the north bank of the Saranac. "But," says, an american writer, "not all the gallies, aided by the armament of the whole flotilla, which then lay opposite Plattsburg, under commodore Macdonough, could have prevented the capture of Macomb's army, after its passage of the Saranac, had sir George Prevost pushed his whole force upon the margin of that stream. Like General Drummond, at Erie, he made a pause, in full view of the un- Description of Plattsburgh. Remarks by an american writer upon sir George Prevost's supine-ness.

1814. Sept. finished works of the Americans, and consumed five days in erecting batteries, and throwing up breast-works, for the protection of his approaches. Of this interval the american general did not fail to avail himself; and kept his troops constantly employed in finishing his line of redoubts."* The reader need scarcely to be reminded, that this is the same Plattsburg, at which colonel Murray, with 1000 troops, landed: the river on which it stands, the same Saranac, up which the colonel ascended, three miles, to burn the enemy's barracks; and that those barracks were burnt, while an american regular army, more than twice as strong as general Macomb's, lay encamped in the neighbourhood.†

British squadron moves from Isle aux-Noirs.

Sir George Prevost knew perfectly well, that the Confiance, although afloat and with captain Downie's pendant flying on board of her, had scarcely men enough to get the rigging over her mast-heads, and that the shipwrights were still at work upon her hull; but he, notwithstanding, urged captain Downie, both by letter and through the officers of his staff, to cooperate with the army. At length came an insinuation, that "the commander in chief hoped captain Downie allowed himself to be delayed by nothing but the state of the wind." The effect of this upon a spirit like that of the gallant first lieutenant of the Seahorse in July, 1808,‡ may be partly conceived. On the 8th the wind proved fair; and immediately the Confiance and her consorts moved from Isle-aux-Noirs into Lake Champlain, and anchored abreast of the main body of the british army, to wait until the whole of her crew had arrived from Quebec, and until the carpenters had fitted the ring-bolts for her guns, and the joiners completed the magazine for the reception of the powder, without which those guns could be of no use. On the 9th captain Downie received a draught of marines, numbering, with a few artillerymen and

* Sketches of the War, p. 319. † See p. 367.

‡ See vol. v. p. 88.

soldiers, 86 men; and, in the course of that and the following day, the whole of the petty officers and seamen intended for the ship came on board; forming a total of 270 officers, seamen, marines, and boys. The seamen, among whom were 19 foreigners, were men of inferior quality and bad character; who, as the term is, had "volunteered" from their respective ships, or, in plain words, had been dismissed from them in disgrace. Some, indeed, had been liberated from irons, for the very purpose of manning captain Downie's ship. Ten ships of war at Quebec had furnished 118 of these "volunteers;" and some transports had lent 25 of their men. The men of the Confiance, therefore, were all strangers to each other and to their officers; and captain Downie was acquainted with no officer on board his ship but his first lieutenant, and the latter with none of the other officers. 1814. Sept. State of the Confiance's crew.

On the 10th, just as the last draught of the motley crew we have described was ascending the side of the Confiance, while the loud clank of the builder's hammer was still sounding in all parts of the ship, while the guns were being breeched and pointed through the ports, and while the powder, for the want of a place fitted for its reception, was lying in a boat alongside, an officer from sir George Prevost came to solicit the instant cooperation of the british squadron. Relying upon the assurance now given by the commander in chief, that the army should attack the works of Plattsburg while the squadron was attacking the american ships lying in front of them, captain Downie, in spite of the unprepared state of the Confiance, consented to go into action on the following morning. It was then agreed, that the Confiance, when rounding Cumberland head, which forms the northernmost point of Plattsburg bay, should scale her guns; and that, at that instant, the column of attack should advance to storm the american works. As it could not well be said, that the Confiance mounted any guns at all, Sir George calls for the instant cooperation of the squadron, and promises to make a simultaneous attack with the army.

1814. Sept. until they were placed upon her broadside, and as that had only just been done when the ship was thus on the eve of going into action with a greatly superior force, we have deferred until now giving any account of the Confiance's armament. The ship mounted 26 long 24-pounders on the main deck, also two 32-pounder carronades through her bow, and two of the same through her stern ports. Upon the poop were mounted, *en barbette*, four 24-pounder carronades, and upon the topgallant forecastle, in the same ineffective manner, two 24-pounder carronades, and one long 24 on a traversing carriage; making a total of 37 guns.

Guns mounted by the Confiance.

Capt. Downie sails to attack american squadron.

On the 11th, at daylight, with the carpenters still working at his ship, captain Downie made the signal to weigh. This was promptly complied with; and the Confiance, Linnet, Chubb, Finch, and 10 gun-boats, made sail towards Plattsburg bay. At 7 A. M. the american squadron was seen at anchor, in line ahead, abreast of the encampment of general Macomb's army. The Eagle, flanked by five gun-boats, was in the van; then the Saratoga: next to her the Ticonderoga; and lastly the Preble, also flanked by five gun-boats. It was captain Downie's intention to lay the Confiance athwart the hawse of the Saratoga; that the Linnet, supported by the Chubb, should engage the Eagle, and the Finch, with the gun-boats, the Ticonderoga and Preble. While the squadron was lying to, that the commanding officer of each vessel might be informed of the plan of attack, commodore Downie caused it to be made known to the different crews, that the army would cooperate with them. This was necessary, to inspire the men with confidence, in attacking a force so evidently superior. Lieutenant John Robertson, first of the Confiance, went to her crew while at their quarters, and explained particularly to the men the nature of the cooperation, as he had understood it from captain Downie.

At 7 h. 40 m. A. M. the british squadron filled and

made sail in order of battle; and the moment the Confiance, the leading ship, arrived abreast of Cumberland head, she scaled her guns as had been agreed upon; but the signal was not answered from the army. Sir George Prevost did, however, direct a signal to be made: it was for the army "to cook," instead of to fight; to give the men their breakfasts, instead of to deprive the enemy of the opportunity of taking his. To the honour of the soldiers, and the officers in general, they all panted to rush forward; but, in truth, a third part of the troops would have done all that was required, and, in two hours from the time the Confiance scaled her guns, would have given a victory to both army and navy, instead of a flight to one, and a defeat to the other. Captain Downie now discovered, too late, the mistake into which his confidence had led him. The Confiance was already in the enemy's bay, and almost within gun-shot of his squadron. At 8 A. M., favoured by a very light air, amounting almost to a calm, the american row-gallies and gun-boats commenced upon the Confiance a heavy and galling fire. Having by this means had two anchors shot from her bows, the Confiance, at 8 h. 10 m., was obliged to anchor within 400 yards upon the beam, instead of, as had been intended, close athwart the bows, of the Saratoga. The Linnet and Chubb soon afterwards took their allotted stations, something short of that distance; but the cutter presently had her main boom shot away, and, drifting within the enemy's line, was compelled to surrender. The Finch had the misfortune, while proceeding to her station, to strike on a reef of rocks off Crabb island; where there was an american battery of two guns, which fired at the Finch, and wounded two of her men, the only loss she sustained. All the gun-boats, except the Murray, Beresford, and another, abandoned the object assigned them; that is, ran away, almost as soon as the action commenced. Within 15 minutes after

1814. Sept. Confiance scrutches her guns as by preconcerted signal, but the army makes no movement.

American gun-boats fire at Confiance, and action commences

Finch gets aground and British gun-boats retreat.

1814. Sept. the commencement of the action, fell the british commanding officer, the brave, the lamented captain Downie. The way in which he met his death, is of too extraordinary a nature to be passed over. A shot from the Saratoga struck one of the Confiance's 24-pounders, and threw it completely off the carriage against captain Downie, who was standing close in the rear of it. He received the blow upon his right groin, and, although signs of life remained for a few minutes, never spoke afterwards. No part of his skin was broken: a black mark, about the circumference of a small plate, was the only visible injury. His watch was found flattened, with the hands pointing to the hour, minute, and second, at which the fatal blow had been given.

Death of capt. Downie

Confiance, failing to bring a fresh broadside to bear, is obliged to surrender.

At length, the greater part of the Confiance's guns on the larboard side having been disabled, lieutenant Robertson, now the commanding officer, made an effort to wind the ship round, to bring her starboard broadside to bear; but, owing to the loss of her two anchors and the shameful flight of the gun-boats, this object could not be effected. Having nearly the whole of her guns on the engaged side in a similar state to those of the Confiance, the Saratoga let go a stern anchor, cut her bower cable, and, with great ease, winded herself round, so as to bring her larboard broadside to bear upon her antagonist, now lying in a defenceless state; and who, at 10 h. 30 m., after receiving several raking broadsides, hauled down her colours: thus affording the extraordinary instance, of a ship being launched, fitted, fought, and captured, within the short space of 16 days.

Surrender of Linnet, &c.

A few minutes before the Confiance surrendered, unable to withstand the heavy and well-directed fire of the Linnet, the Eagle cut her cable and took up a fresh position between the Ticonderoga and Preble. The attention of the american commodore was now directed to the Linnet; who, although greatly disabled, continued the action with spirit. At 10 h. 45 m. A. M., after having, for upwards of 10 minutes,

withstood the whole united force of the american squadron, the Linnet hauled down her colours. As the Finch had been compelled to strike before, and the Chubb, from having her cable cut, very soon after, the action had commenced; and as the gun-boats had all effected their escape, the surrender of the Linnet gave a complete victory to the american squadron. 1814. Sept.

The brigade of the british army, which was stationed near the banks of the Saranac, on the opposite side of which, as already stated, lay the army, if it deserved such a name, of general Macomb, was commanded by major-general Brisbane. It appears that, while the action between the squadrons was going on, this portion of the british army, either mistaking or disregarding sir George's cooking signal, attacked the american works, and not only crossed the Saranac, but brought away some prisoners. This showed at once the practicability of the thing, and only wanted the quiescence, temporary or final, of the commander in chief, and the british army would have gained a victory in spite of sir George Prevost; but who, nevertheless, with the assistance of "Mr. secretary Brenton" in penning the despatch, would have got all the credit of it. Unfortunately, some one acquainted sir George with what was going on at the banks of the Saranac; and, learning at the same time that the Confiance had struck her colours, he sent orders to major-general Brisbane to desist from beating the poor Americans, to leave them in quiet possession of their half-carried works, and hasten after him out of the enemy's territory. One portion of the british army crosses the Saranac without orders.

So certain was commodore Macdonough, that, in a few minutes, the batteries at Plattsburg would be turned against the american squadron, that, before he took formal possession of the prizes, he removed his ships out of gun-shot. Lieutenant Robertson was then conveyed on board the Saratoga, to deliver up his sword. On that occasion, commodore Mac-

1814. Sept. donough spoke to him as follows: "You owe it, sir, to the shameful conduct of your gun-boats and cutters, that your are performing this office to me; for, had they done their duty, you must have perceived, from the situation of the Saratoga, that I could hold out no longer: and indeed, nothing induced me to keep up her colours, but seeing, from the united fire of all the rest of my squadron on the Confiance, and her unsupported situation, that she must ultimately surrender." Here is an acknowledgment candid and honourable in the extreme. Can this be the "T. Macdonough," whose signature appears to the two american official accounts of the action?

Candid acknowledgment of commodore Macdonough.

Loss on board the two squadrons.

The loss on board the Confiance amounted to 41 killed, including her captain and another officer, and about 60, including one officer, wounded. The Linnet had her second lieutenant, boatswain, and eight seamen killed, one midshipman and 13 seamen and marines wounded; the Chubb, six seamen and marines killed, one officer and 15 seamen and marines wounded; and the Finch two seamen and marines wounded; total 57 killed and 92 wounded. The loss on the american side, has been officially reported as follows: Saratoga, 28 killed and 29 wounded; Eagle 13 killed and 20 wounded; Ticonderoga, six killed and six wounded; and Preble and the gun-boats five killed, and three wounded; total 52 killed and 58 wounded: a tolerable proof that the British, notwithstanding the many disadvantages under which they laboured, had made a good use of their ill-fitted guns.

Force engaged on each side.

Now for a comparative statement of the force engaged in this, viewed in its consequences on both sides of the Atlantic, very important lake action. As the Finch grounded opposite an american battery before the engagement between the squadrons commenced, we shall exclude her from the estimate; and so we shall one half of the british gun-boat force. Only three of the 10 gun-boats, indeed, came near enough

to engage, while all the american gun-boats are admitted to have participated in the action. On the american side, we shall take no notice of the armed sloops Montgomery and President, the batteries on shore, or the "militia ready to assist." With respect to the Confiance, although she mounted 37 guns, 17 only of them, as has already been shown, could be presented in broadside; and even four of these, on account of there being only a ridge-rope, or rail, along either side of the poop and topgallant forecastle, were disabled after the first discharge. Having no gun-locks on board, (they being in the Junon frigate, which did not arrive at Quebec in time,) captain Downie attempted to substitute carronade-locks; which he contrived to fasten to the guns by means of copper hoops. But the plan was not found to answer, and matches were resorted to. Determined that the British should derive no advantage from publishing this fact, an american paper subjoins to an exaggerated account of the Confiance's force in guns, "with locks." We have enumerated the guns of the Confiance at 37; but we should have stated, that the ship had two long 18-pounders among the ballast in the hold. These commodore Macdonough, in his official letter, places on the "berth deck;" and, in his statement of comparative force, actually carries them out as part of the Confiance's "39 guns." The substance of the following statement having appeared before the american, as well as the british, public more than nine years ago, and being, as far as we know, to this hour uncontradicted, we again submit it as the actual

1814. Sept.

COMPARATIVE FORCE OF THE COMBATANTS.

		CAPT. DOWNIE.	CAP. MACDONOUGH.
Vessels	No.	8	14
Broadside-guns	No.	38	52
	lbs.	765	1194
Crews	Agg. No.	537	950
Size	,, tons	1496	2540

This, without bringing in aid the shameful abandonment of the enterprise by the commander in

1814. chief of the Canadas, shows that the squadron under commodore Downie wanted a full third of being as strong as that under commodore Macdonough. As was to be expected, however, the Americans claimed it as a victory obtained over a decidedly superior force; and, instead of attributing the retreat of the british army of 11000 men to the imbecility (to say no worse) of general sir George Prevost, they ascribed it all to the superior prowess of the american army, of less than 2000 men, under general Alexander Macomb.

Death of sir George Prevost

Unfortunately, justice was interrupted in its course by the death of sir George, before he could be tried upon the following charges brought against him by commodore sir James Lucas Yeo: 1. For having, on or about the 11th of September, 1814, by holding out the expectation of a cooperation of the army, under his command, induced captain Downie, late of his majesty's ship Confiance, to attack the american squadron on Lake Champlain, when it was highly imprudent to make such attack without the cooperation of the land forces, and for not having afforded that cooperation. 2. For not having stormed the american works on shore, at nearly the same time that the said naval action commenced, as he had given captain Downie reason to expect. 3. For having disregarded the signal for cooperation, which had been previously agreed upon. 4. For not having attacked the enemy on shore, either during the said naval action, or after it was ended; whereby his majesty's naval squadron, under the command of captain Downie, might have been saved.

Sir James Yeo's charges against him.

Court-martial on capt. Pring, and his officers.

On the 28th of August, 1815, captain Pring, and the surviving officers and crews late belonging to the british Lake Champlain squadron, were tried by court-martial on board the Gladiator at Portsmouth, and the following was the sentence pronounced: "The court having maturely weighed the evidence, is of opinion, that the capture of H. M. S. Confiance, and the remainder of the squadron, by the american squadron, was principally caused by the british

squadron having been urged into battle previous to its being in a proper state to meet the enemy; by the promised cooperation of the land forces not being carried into effect, and by the pressing letters of their commander in chief, whereby it appears that he had on the 10th of September, 1814, only waited for the naval attack to storm the enemy's works. That the signal of the approach on the following day was made, by the scaling of the guns, as settled between captain Downie and major Coote; and the promised cooperation was communicated to the other officers and crews of the british squadron before the commencement of the action. The court, however, is of opinion, that the attack would have been attended with more effect, if a part of the gun-boats had not withdrawn themselves from the action, and others of the vessels had not been prevented by baffling winds from getting into the stations assigned them. That captain Pring of the Linnet, and lieutenant Robertson, who succeeded to the command of the Confiance, after the lamented fate of captain Downie, (whose conduct was marked by the greatest valour,) and lieutenant Christopher James Bell, commanding the Murray, and Mr. James Robertson, commanding the Beresford, gun-boats, who appeared to take their trial at this court-martial, conducted themselves with great zeal, bravery, and ability, during the action: that lieutenant William Hicks, commanding the Finch, also conducted himself with becoming bravery; that the other surviving officers and ship's crew, except lieutenant M'Ghie of the Chubb, who has not appeared here to take his trial, also conducted themselves with bravery; and that captain Pring, lieutenant Robertson, lieutenant Hicks, lieutenant Bell, and Mr. James Robertson, and the rest of the surviving officers and ship's company, except lieutenant M'Ghie, ought to be most honourably acquitted; and they are hereby most honourably acquitted accordingly." On the 18th of the ensuing September lieutenant M'Ghie was put

1814. Aug.

1814. upon his trial, and the following was the sentence pronounced upon him: "The court having heard the circumstances, determined, that the Chubb was not properly carried into action, nor anchored so as to do the most effectual service; by which neglect, she drifted into the line of the enemy: that it did not appear, however, that there was any want of courage in lieutenant M'Ghie; and, therefore, the court did only adjudge him to be severely reprimanded.

American accounts.

Upon the american accounts we shall bestow but a few words. Having seen the effects of commodore Perry's puritanical epistle, commodore Macdonough writes his first letter in the same mock-religious strain: "The Almighty has been pleased to grant us a signal victory on Lake Champlain, in the capture of one frigate, one brig, and two sloops of war of the enemy." The Confiance a "frigate;" and the Chubb and Finch "sloops of war"! Yet, according to an american writer, commodore Macdonough was "a religious man, as well as a hero, and prayed with his brave men on the morning of the victory."*

Caution of commodore Chauncey contrasted with the rashness of scudding the Confiance into action.

In the very summer preceding the Lake Champlain action, some of the american newspaper editors were blaming commodore Chauncey for not sailing out of Sackett's-Harbour, in the new ships Superior and Mohawk, after the latter had been launched nearly two, and the former upwards of three months. How did that cautious commander answer them? Why, by writing to the secretary of the american navy thus: "I need not suggest to one of your experience, that a man of war may appear, to the eye of a landsman, perfectly ready for sea, when she is deficient in many of the most essential points of her armament: nor how unworthy I should have proved myself of the high trust reposed in me, had I ventured to sea in the face of an

* Naval Monument, p. 155.

enemy of equal force, without being able to meet him in one hour after my anchor was weighed." And yet, had poor captain Downie acted with only half this caution, his fair fame would have been tarnished, and the very service to which he belonged scoffed at, by no less a man than the governor-general of the british north-american provinces. 1814. Sept.

On the 26th of September the british 74-gun ship Plantagenet, captain Robert Lloyd, 38-gun frigate Rota, captain Philip Somerville, and 18-gun brig-sloop Carnation, captain George Bentham, cruising off the Western Isles, discovered at anchor in the road of Fayal the american privateer schooner General-Armstrong, of seven guns, including a long 24 or 32 pounder on a traversing carriage, and about 90 men, captain Guy R. Champlin. Captain Lloyd sent lieutenant Robert Faussett, in the Plantagenet's pinnace, into the port, to ascertain the force of the schooner, and to what nation she belonged. Owing to the strength of the tide, and to the circumstance of the schooner getting under way and dropping fast astern, the boat drifted nearer to her than had been intended. The american privateer hailed, and desired the boat to keep off, but that was impracticable owing to the quantity of stern-way on the schooner. The General-Armstrong then opened her fire, and, before the boat could get out of gun-shot, killed two and wounded seven of her men. American privateer General-Armstrong fires at boat of Plantagenet in Fayal road.

As the captain of the american privateer had now broken the neutrality of the port, captain Lloyd determined to send in and endeavour to cut out his schooner; which had since come to again with springs close to the shore. Accordingly, at 8 P.M., the Plantagenet and Rota anchored off Fayal road; and at 9 P.M. four boats from the Plantagenet and three from the Rota, with about 180 seamen and marines, under the command of lieutenant William Matterface, first of the frigate, pulled in towards the road. The Carnation had been directed to cover the boats in their advance; but, owing, as it appears, to the strength of Capt. Lloyd sends boats of Plantagenet and Rota to cut her out.

1814. Sept. Inability of Carnation to cooperate.

the current and the intricacy of the navigation, the brig did not arrive within gun-shot of the american schooner, and therefore was not of the slightest use. At midnight, after a fatiguing pull against a strong wind and current, the boats got within hail of the General-Armstrong, and received from her, and from a battery erected, with a portion of her guns, on the commanding point of land under which she had anchored, a heavy fire of cannon and musketry. In about half an hour, this fire sank two of the boats, and killed or disabled two thirds of the party that had been detached in them. The remainder returned, and at about 2 A. M. on the 27th reached the Rota.

Serious loss sustained by the Britsh.

The loss appears to have been of the following lamentable amount: the Rota's first and third lieutenants, (William Matterface and Charles R. Norman,) one midshipman, and 31 seamen and marines killed, the Rota's second lieutenant, (Richard Rawle,) first lieutenant of marines, (Thomas Park,) purser, (William Benge Busden,) two midshipmen, and 81 seamen and marines wounded. Among the langridge which the Americans fired, were nails, brass buttons, knife-blades, &c.; and the consequence was, that the wounded, as on former occasions recorded in this work, suffered excruciating pain before they were cured. Soon after daylight the Carnation went into the road to destroy the privateer, but the Americans saved the British the trouble by setting fire to her themselves.

Destruction of the privateer.

BRITISH AND FRENCH FLEETS.

Two circumstances, in the abstract for the commencement of the present year,* indicate the return of peace; the small number of line-of-battle cruisers in commission, and the great number of ships sold, taken to pieces, or otherwise removed from the service.† 1815. Jan.

The number of commissioned officers and masters, belonging to the british navy at the beginning of 1815, was, Officers of the british navy.

Admirals	70
Vice-admirals	73
Rear-admirals	76
" superannuated	35
Post-captains	824
" "	39
Commanders or sloop-captains	762
" superannuated	60
Lieutenants	3211
Masters	666

And the number of seamen and marines, voted for the service of the same year, was 70000 for three, and 90000 for ten, lunar months.‡

On the 2d day of January, 1815, his royal highness the prince regent was pleased to advance the splendour, and to extend the limits, of the most honourable military order of the bath, "to the end that those officers, who have had the opportunity of distinguishing themselves by eminent services during the late war, may share in the honours of the said order, and that their names may be delivered New order of the Bath.

* See Appendix, Annual Abstract No. 23.
† See Appendix, Nos. 11 and 12.
‡ See Appendix, No. 13.

1815. Jan. down to remote posterity, accompanied by the marks of distinction which they have so nobly earned." The order of the bath was thenceforward to be composed of three classes. The first class was to consist of knights grand-crosses, and was limited to 72; of whom 12 might be persons who had rendered eminent services to the state in civil and diplomatic employments. The second class, limited to 180, exclusive of 10 foreign officers holding british commissions, was to consist of knights-commanders; and the third class, of companions of the bath.

Qualification of a C. B. The qualifications of a companion of the bath are thus defined: "No officer shall be nominated a companion of the said most honourable order, unless he shall have received, or shall hereafter receive, a medal, or other badge of honour, or shall have been especially mentioned by name in despatches published in the London Gazette, as having distinguished himself by his valour and conduct in action against his majesty's enemies, since the commencement of the war in 1803, or shall hereafter be named in despatches published in the London Gazette, as having distinguished himself." This was all very proper; but, suppose the board of admiralty should neglect to publish in the "London Gazette" despatches, incontestably showing, that an officer had "distinguished himself by his valour and conduct in action"? For instance, had captain Manners of the Reindeer, after having been hewed and hacked as he was, escaped the two bullets that passed through his head, would he not have deserved to be made a companion, at least, if not a knight-commander, of the bath? But the account of the Reindeer's action did not appear in the Gazette: therefore captain Manners, had he survived, would not have been officially qualified to receive an honour, designed by the sovereign for the exclusive reward of gallantry. Nay, there would have been another impediment in the way. The order descends no lower than post-

captains: whereas, in the french navy, even an enseigne de vaisseau is deemed eligible to bear an order; and, in a navy-list of a recent date now before us, the names of several of that class appear with an honorary distinction affixed to them. 1815.

Buonaparte's return from Elba, surrender, and conveyance to St-Helena.

The sudden return to France, of Napoléon from the island of Elba, again sent lord Exmouth (the new title which, since the 14th of May, 1814, had been deservedly bestowed upon sir Edward Pellew) to the Mediterranean; but, before the admiral had well got to his station, the battle of Waterloo was fought, and shortly afterwards the cause of all this new commotion surrendered himself into the hands of the British. The registers and histories of the period will give the particulars of these important events. It will be enough for us to state, that Buonaparte embarked from Elba on the 24th of February in an armed brig, landed on the afternoon of the 1st of March in the gulf of Juan, near Cannes, and on the 21st entered the capital of France amidst the greetings of at least 200000 of the inhabitants. The battle of Waterloo was fought, as need scarcely be stated, on the 18th of June; and on the 15th of July, finding he could not evade the british cruisers and get to the United States, Buonaparte surrendered himself to captain Frederick Lewis Maitland, of the Bellerophon 74, lying in Basque roads. The latter ship immediately conveyed her important charge to Torbay, and then to Plymouth; where the Bellerophon arrived on the 26th. On the 7th of August the ex-emperor was removed to the 74-gun ship Northumberland, captain Charles Bayne Hodgson Ross, bearing the flag of rear-admiral sir George Cockburn, K. C. B. On the 8th the Northumberland sailed for the island of St-Helena, and, on the 16th of October, there safely disembarked the "general" and his few attendants. Europe being thus freed, all parties felt seriously inclined for peace; and on the 20th of November treaties were entered into at Paris between the different powers.

1815. June. During the short interval of renewed war, that had preceded the execution of these treaties, one or two naval occurrences happened, which require our notice. On the 30th of April, a few miles to the northward of the island of Ischia, the british 74-gun ship Rivoli, captain Edward Sterling Dickson, after a running fight and brave defence of 15 minutes, captured the french 40-gun frigate Melpomène, captain Joseph Collet, from Porto-Ferrajo to Naples, to take on board Napoléon's mother. The frigate was very much cut up in hull, masts, and rigging, and had six men killed and 28 wounded. The Rivoli, on the other hand, had only one man mortally, and a few others slightly wounded.

Rivoli attacks and captures Melpomène.

On the 17th of June, at daylight, the british brig-sloop Pilot, of 16 carronades, 32-pounders, and two sixes, captain John Toup Nicolas, being about 50 miles to the westward of Cape Corse, observed and chased a ship in the east-north-east. This proved to be the french buonapartean corvette Légère, of 20 carronades, 24-pounders, and two 12-pounders on the main deck, with four or six light guns, probably brass 6-pounders, on the quarterdeck, capitaine de frégate Nicolas Touffet. At 2 P. M. the Légère hauled towards the Pilot, and, hoisting a tri-coloured pendant and ensign, fired a gun to-windward. At 2 h. 30 m., after some manœuvring on both sides to get the weathergage, the Pilot placed herself close on the Légère's weather beam, and hoisted her colours. Observing that the corvette was preparing to make sail to pass ahead, and being at the same moment hailed, "Keep further from us," the Pilot fired a shot through the Légère's foresail. A broadside from the french ship immediately followed, and the action commenced within pistol-range. The brig's shot, being from her lee guns and directed low, evidently struck the hull of her opponent in quick succession, while the Légère's shot passed high, and chiefly disabled the Pilot's rigging and sails.

Pilot falls in with Légère.

The two vessels engage.

By 4 P. M. the fire of the Légère had considerably

slackened, and at 4 h. 30 m. she hauled up her main-sail, and backed her mizen topsail, in order to drop astern. Captain Nicolas endeavoured also to shorten sail; but, having had every brace, bowline, and clue-garnet cut away, the Pilot unavoidably shot ahead. The brig, then, as the only alternative, put her helm up to fire into her opponent's bows. Of this movement on the part of the Pilot, the Légère took immediate advantage, by hauling close to the wind, and making off with all the sail she could carry. The yards of the Pilot being wholly unmanageable, her main topgallantmast over the side, her maintopsail yard shot away in the slings, and her stays and the chief part of her standing as well as running rigging cut away, the brig was not in a condition for an immediate pursuit. In about an hour, however, the Pilot got another maintopsail yard across, and the sail set, and by 7 P. M. was going seven knots by the wind in chase of the french corvette, then bearing on her weather bow about six miles distant. The Pilot continued the chase until the 18th, at daylight; when, to the mortification of all on board, it was found that the Légère had eluded them in the night.

1815. June.

Légère makes off, leaving Pilot unable to follow.

The principal damages sustained by the Pilot have already been described: her loss amounted to one seaman killed, another mortally wounded, and her first lieutenant, (Keigwin Nicolas, the captain's brother,) purser, (Thomas Rowe,) 10 seamen, and two marines wounded. The damages of the Légère were almost wholly in her hull and lower masts; and her loss is represented to have amounted, out of a crew that probably was not less than 170 men, to 22 killed and 79 wounded, 64 of them severely. Even half this loss would show that the guns of the Pilot had been ably managed; and, indeed, the action throughout reflects very great credit upon captain Nicolas, his officers, and brig's company.

Damage and loss on each side.

According to the following statement, which has

1815. appeared in print, the Pilot was better provided against accidents by shot than any of her unfortunate sister-brigs; such as the Avon, Peacock, and others.

Improvements in the brig-class suggested by captain Nicolas

"On rejoining the Pilot, (end of 1814,) captain Nicolas applied to the admiralty to have that sloop altered agreeably to a plan he proposed; and by which a shot-hole could be immediately stopped, between wind and water, in any part of the ship: and which, in the former arrangement of the store and bread rooms, was impossible. This, it had been confidently asserted, was the principal cause of the capture of the Avon and Peacock. The admiralty not only complied with his request, but ordered all the 18-gun brigs then under repair at Portsmouth to be fitted on the same plan."* It is very probable that some improvement had also been made in the fastenings of the Pilot's carronades.

State of politics at Martinique and Guadeloupe.

The news of the landing of Napoléon in France soon became known at the two principal islands of the French in the West Indies. At Martinique, the governor, the comte de Vaugiraud, was favourable to Louis XVIII.; but the governor of Guadeloupe, vice-admiral the comte Linois, so often named in these pages, was a stanch buonapartist. The british naval and military commanders in chief at the Leeward islands were rear-admiral sir Philip Charles Durham, K. C. B., and lieutenant-general sir James Leith. Sometime in the month of June, at the request of the comte de Vaugiraud, a body of british troops landed at Martinique, to aid him in preserving the island for king Louis; and in the month of August sir Philip Durham and sir James Leith, assisted by the french royalist comte, landed a body of troops on the island of Guadeloupe. On the 10th of August, after a skirmish, in which the british army lost 16 killed and about 50 wounded, the comte Linois surrendered the island by capitulation, and was afterwards, along with his adjutant-general,

Submission of those islands to Louis XVIII.

* Naval Chronicle, vol. xl. p. 427.

conveyed to France by virtue of one of the articles of the treaty. 1815.

The treaty of peace between France and the allies, which was signed at Paris on the 30th of May, 1814, and interrupted for a short time as has already been briefly noticed, was again signed at Paris on the 20th of November, 1815. Of this treaty, it will be only necessary for us to state that, by the 8th article, France received back from Great Britain (not the first time that the latter has ceded by the pen what she had won by the sword) all her colonies, fisheries, factories, and establishments of every kind, as they were possessed by her on the 1st of January, 1792, in the seas, or on the continents, of America, Africa, and Asia; except Tobago and Sainte-Lucie, and the Isle of France, Isle Rodrigue, and the Seychelles. Terms of the treaty between England and France.

LIGHT SQUADRONS AND SINGLE SHIPS.

In our account of the unfortunate "demonstration" before the city of Baltimore, we mentioned, as one cause of the abandonment of the enterprise, and of the tepidness with which it had been conducted, an "ulterior object" in the view of the naval commander in chief. That ulterior object was the city of New-Orleans, the capital of the state of Louisiana. It stands upon the left bank of the river Mississippi, 105 miles, following the stream, and 90 miles, in a direct line, from its mouth. The population of the city, in 1814, was estimated at 23242 persons. The line of maritime invasion extends from Lake Pontchartrain, on the east, to the river Têche, on the west, intersected by several bays, inlets, and rivers, which furnish avenues of approach to the metropolis. But the flatness of the coast is every where unfavourable for the debarkation of troops; and the bays and inlets being all obstructed by shoals or bars, no landing can be effected, but by boats, except up the Mississippi; and that has a bar at its mouth, which shoals to 13 or 14 feet water. There Contemplated attack upon New Orleans.

1815. were not, it is true, any american 74s, or 60-gun frigates, building or lying blockaded at New-Orleans; but those who suggested the expedition well knew that, as the cotton crops of Louisiana, and of the Mississippi territory, had been for some years in accumulation, the city-warehouses contained merchandise to an immense amount. Indeed, considering that New-Orleans was the emporium of the annually increasing productions of a great portion of the western states of the republic, the enormous sum of 3000000*l.* was perhaps not an over estimate of what, in the event of even a temporary possession of the city, would have been shared by the captors.

Capt. Percy proceeds to attack Fort Bowyer.

Before we say the little we mean to say on the subject of the attack upon New-Orleans, an unsuccessful enterprise upon a small scale in the vicinity, and which, according to chronological order, should have been included in the preceding year's narrative, requires to be briefly noticed. On the 12th of September, 1814, early in the morning, captain the honourable Henry William Percy, of the british 20-gun ship Hermes, having under his orders the 20-gun ship Carron, captain the honourable Robert Churchill Spencer, and 18-gun brig-sloops Sophie and Childers, captains Nicholas Lockyer and John Brand Umfreville, anchored off the coast of West Florida, about six miles to the eastward of Mobile point, for the purpose of making an attack upon Fort Bowyer situated on that point, and mounting altogether 28 guns, including 11 long 32 and 24 pounders. The ships afterwards got under way and stood towards Mobile point; but, owing to the narrowness of the channel and the intricacy of the navigation, they did not arrive, until the afternoon of the 15th, in the neighbourhood of the fort.

The Hermes at last gained a station, within musket-shot distance; the Sophie, Carron, and Childers anchoring in a line astern of her. Previously to this, a detachment of 60 marines and 120 Indians, with a 5½-inch howitzer, under the orders of

major Edward Nicolls, had disembarked on the peninsula. Sixty of the Indians, under lieutenant Castle, were immediately detached, to secure the pass of Bonsecours, 27 miles to the eastward of the fort. The great distance at which the Carron and Childers had unavoidably anchored confined the effective cannonade, on the part of the British, to the Hermes and Sophie; nor was the fire of the latter of much use, as, owing to the rottenness of her timbers, and her defective equipment, her carronades drew the bolts, or turned over at every fire. The Hermes, before she had fired many broadsides, having had her cable cut, was carried away by the current, and presented her head to the fort. In that position the british ship remained from 15 to 20 minutes, while the raking fire from the fort kept sweeping the men from her deck. Shortly afterwards the Hermes grounded, directly in front of the fort. Every means were now used to get the ship afloat, but without effect. All the boats were destroyed except one; and, with that one, captain Percy removed to the Sophie the whole of his surviving crew, and then set the ship on fire. The Hermes and Sophie alone sustained any loss. The first had 25 men killed and 24 wounded; the other, six killed and 16 wounded; total, with one marine killed on shore, 32 killed and 40 wounded. The Americans acknowledged a loss of only four killed and four wounded.

1815.

Hermes grounds in front of fort and is set on fire by her people.

Loss sustained by British and Americans.

On the 8th of December vice-admiral Cochrane, in the Tonnant, along with several other ships, arrived and anchored off the Chandeleur islands. On the same day two american gun-boats fired at the 38-gun frigate Armide, captain Edward Thomas Troubridge, as, accompanied by the Seahorse frigate and Sophie brig, she was passing down, within the chain of small islands, that run parallel to the shore from Mobile towards Lake Borgne. Three other gun-boats were presently discovered cruising in the lake. On the 10th, 11th, and 12th, the remainder of the

Arrival of sir Alex. Cochrane at the Chandeleur islands.

1815. men of war and troop-ships arrived; the 74s anchoring off Chandeleur islands, and the frigates and smaller vessels between Cat island and the main, not far from the entrance to Lake Borgne. The bayou Catalan, or Bienvenu, at the head of Lake Borgne, being the contemplated point of disembarkation, the distance from the anchorage at Cat island to the bayou 62 miles, and the principal means of transport open boats, it became impossible that any movement of the troops could take place, until these gun-boats were destroyed. It was also an object to get possession of them in a serviceable state, that they might assist, as well in transporting the troops, as in the attack of any of the enemy's forts in the route. Accordingly, on the night of the 12th, 42 launches, armed with 24, 18, and 12 pounder carronades, and three unarmed gigs, carrying, altogether, about 980 seamen and marines, under the orders of captain Lockyer, assisted by captains Henry Montresor and Samuel Roberts, of the brig-sloop Manly and bomb-vessel Meteor, in three divisions, each commanded by a captain in the order named, pushed off from the Armide.

Capt. Lockyer detached to attack american gun-boats on Lake Borgne

The american gun-boats, which were the object of attack, consisted of No. 156, mounting one long 24-pounder on a traversing carriage, four 12-pounder carronades, and four swivels, with 41 men on board, commanded by lieutenant-commandant Thomas Ap Catesby Jones; No. 23, mounting one long 32-pounder on a traversing carriage, six long 6-pounders, two 5-inch howitzers and four swivels, with 39 men on board, commanded by lieutenant Isaac M'Keene; No. 162, one long 24-pounder, four 6-pounders and four swivels, with 35 men, commanded by lieutenant Robert Spedden; Nos. 5 and 163, each armed with the same carriage-guns as No. 23, the first with 36 men, commanded by sailing-master John D. Ferris, the other with 31 men, commanded by sailing-master George Ulrick; schooner Seahorse, of one 6-pounder and 14 men, sailing-master William Johnson; and

An account of their force.

sloop Alligator, of one 4-pounder and eight men; sailing-master Richard S. Sheppard. We have taken the number of men from the american official account; but captain Lockyer's letter makes the number greater. And, as lieutenant Jones did certainly mistate the force of his little squadron in guns, there is every probability that he also underrated the number of his men. 1815.

On the 13th, at 10 A. M., from his anchorage at the Malheureux islands, lieutenant Jones discovered the boats advancing towards Passe Christian, as he supposed, to disembark troops. He immediately detached the Seahorse to bay St.-Louis, to destroy the stores there; and at 3 h. 30 m. P. M., when the flood-tide made, got under way with the remaining vessels and stood towards the Petites-Coquilles. At about 3 h. 45 m. captain Lockyer despatched some boats to cut out the Seahorse, who had moored herself advantageously under the protection of two 6-pounders mounted on a commanding point. It appears that, after sustaining a very destructive fire for nearly half an hour, the boats were repulsed; but, considering his position untenable against a greater force, Mr. Johnson set fire to his vessel and the warehouses containing the stores, and the whole were consumed.

Our american vessel set on fire by her crew.

On the 14th, at 1 A. M., lieutenant Jones moored his five principal gun-vessels with springs on their cables and boarding-netting triced up, in a close line abreast, athwart the narrow channel called Malheureux-island passage, and made every preparation to give the british boats a warm reception. At about 9 h. 30 m. A. M., observing the Alligator trying to rejoin her five consorts at anchor, captain Lockyer detached captain Roberts with a few boats to take her. This was speedily accomplished without much opposition. Having arrived within long gun-shot of the enemy, and, the men having pulled 36 miles, a great part of the way against a strong current, captain Lockyer brought the boats to a grapnel

British capture sloop Alligator, and pull for five american gun-boats.

1815. and allowed the crews to take their breakfasts. This done, at about 10 h. 30 m. A. M. the boats weighed, and took again to their oars; pulling against a strong current of at least three knots an hour, and being exposed all the while to a heavy and destructive fire of round and grape from the long guns of the american flotilla.

At about noon captain Lockyer, and lieutenant George Pratt, in the second barge of the Seahorse, closed with the gun-boat of the american commodore; and, after an obstinate struggle, in which the greater part of the officers and men in the boat were either killed or wounded, including among the wounded the captain himself severely, and lieutenant Pratt mortally, succeeded in boarding her. Seconded, then, by the Seahorse's first barge commanded by midshipman George Robert White, and by the boats of the Tonnant under lieutenant James Barnwell Tattnall, the British soon carried the gun-boat. Lieutenant Tattnall had his boat sunk alongside; but, getting on board another, gallantly pushed on to the attack of the remaining four gun-vessels. Upon these the guns of No. 156 were now turned; and, in the course of five minutes, with the assistance of the second and third divisions of boats under captains Montresor and Roberts, they were all secured.

They attack and capture the whole of them.

The loss on the british side was extremely severe, occasioned, except in the instance of captain Lockyer's boat, and those already named as supporting him in the attack upon No. 256, by the heavy fire opened upon the boats in their tedious advance against the current. Three midshipmen, (Thomas W. Moore, John Mills, and Henry Symons,) 13 seamen, and one private marine were killed, and one captain, (Nicholas Lockyer,) four lieutenants, (William Gilbert Roberts, John Franklin, Henry Gladwell Etough, and George Pratt, the latter mortally,) one lieutenant of marines, (James Uniacke,) three master's mates, (Mark Pettel, James Hunter, and John Sudbury,)

Loss on each side.

seven midshipmen, (John O'Reilly, Robert Uniacke, Peter Drummond, George Ward Cole, William Grove White, David M'Kenzie, and —— Pilkington, the latter mortally,) 50 seamen, and 11 private marines wounded; total, 17 killed and 77 wounded. The loss on board the american flotilla was comparatively trifling, amounting to six men killed and 35 wounded, including among the latter lieutenant Jones, the commanding officer, who conducted himself with great bravery. For the gallantry which they had displayed on the occasion, captains Lockyer, Montresor, and Roberts were deservedly made post; and some of the lieutenants and midshipmen also received a step in rank. 1815.

Troops land to attack New-Orleans.

The obstacle to a passage through the lakes being now removed, the disembarkation of the troops commenced. On the 16th the first division, consisting of the 85th regiment, landed at Isle-aux-Poix, a small swampy spot, at the mouth of the Pearl river, about 30 miles from the anchorage, and nearly the same distance from the bayou Catalan, or Bienvenu, intended as the point of disembarkation. Various causes delayed the arrival of the boats at the fishermen's village, near the entrance of the bayou, until midnight on the 22d; at which time the advance, consisting in all of 1688 men, under the command of colonel Thornton of the 85th regiment, commenced ascending the bayou Mazant, or the principal branch of the Bienvenu; and, at 4 A. M. on the 23d, landed at the extremity of Villeré's canal, running from the Mazant towards the Mississippi. We must not, however, trench upon the province of the military historian. We shall, therefore, merely state, that on the 8th of January, 1815, an unsuccessful attack was made by the british army, under major-general sir Edward Pakenham, upon the strongly fortified position of the american major-general Jackson; and that the loss on the part of the former, amounted to the enormous total, in killed, wounded, and prisoners, of nearly 2000 men, including among

Brief account of the result of the attack.

1815. the killed the brave commander in chief. The full details of the action have already appeared in a work devoted exclusively to the subject of the military operations of the late american war; and to that, on account more particularly of the quantity of naval matter yet to be included in this volume, we must beg to refer the reader.*

Early in the month of December rear-admiral Cockburn, in the Albion, from Bermuda, bringing with him the Orlando frigate and some smaller vessels, arrived in the Chesapeake, but merely to carry away the colonial marines; with whom, on the 14th, the rear-admiral steered towards Amelia Island, in East Florida; having left orders for captain Barrie to follow, with the Dragon, Hebrus, and Regulus.

Capt. Barrie arrives off Cumberland island.

Captain Barrie accordingly departed soon afterwards, leaving a few frigates and sloops in the Chesapeake; and, on the 10th of January, arrived off Cumberland Island, the southernmost of the chain along the coast of Georgia, and separated by Cumberland Sound from Amelia Island.

Rear-admiral Cockburn not having yet arrived, captain Philip Somerville of the 38-gun frigate Rota, as the senior officer, determined upon employing the two companies of the 2d West-India regiment, and the detachments of royal marines which had recently arrived on that coast, in a combined attack upon the frontier-town of the state of Georgia, St.-Mary's, situated a few miles up the river of that name, dividing the United States from East Florida.

Attacks a fort at Point Petre and captures town of St. Mary's, &c.

On the 13th an attack, with about 700 troops, marines, and seamen, under the command of captain Barrie, was made on the fort, or key to the entrance of the river, at Point Petre. This fort mounted two 24, two 18, one 9, and two brass 6, pounders; from which, however, scarcely a single discharge was made, ere the garrison abandoned the post, and fled to the woods in the rear. On the

* James's Military Occurrences, vol. ii. p. 355.

14th, the combined forces, accompanied by the bomb-vessels Devastation and Terror, captains Thomas Alexander and John Sheridan, ascended the river to St.-Mary's. Contrary to expectation, here, also, no resistance was made; and the town, the shipping in the harbour, and the merchandise in the stores, were taken quiet possession of. Soon afterwards an expedition of boats went a considerable distance further up the river, and brought down the Countess-of-Harcourt indiaman, which had been captured and carried in there by a Charlestown privateer; also a beautiful gun-boat, named the Scorpion, a present from the town of St.-Mary's to the United States. 1815.

On the 15th of January rear admiral Cockburn, who had been blown off the coast by strong north-west gales, arrived and took the command; and on the 22d, after removing the guns, and destroying the fort and barracks, at Point Petre, the British descended the river to Cumberland island; of which immediate possession was taken. The troops and marines were here encamped; and the rear-admiral established his head-quarters at a very large house, surrounding it with the ordnance brought from Point Petre. On the 22d of February eight launches, two pinnaces, and one gig, containing 186 officers, seamen, and marines, under the command of captain Phillott, of the Primrose, assisted by captain Bartholomew, of the Erebus, ascended the St.-Mary's river, without opposition, 120 miles; when a heavy fire of musketry, opening upon them from each side, compelled the British to retreat. While daylight lasted, a spirited fire was kept up by the boats; but, unfortunately, after dark, the men could not be restrained from firing, by which they exposed themselves to the view of the enemy. The river, in some parts, was so narrow, that a couple of stout trees, many of which were on the banks, felled and thrown across, would have completely cut off the retreat of the boats. That not having been done, the boats got back to the island,

Rear-adm. Cockburn arrives and fortifies Cumberland island.

Unsuccessful boat-expedition up the St.-Mary's.

1815. Feb. with four killed, and 25 wounded, including among the latter the two captains; also lieutenant of marines John Fraser, and midshipmen James Everingham and Jonathan Haworth Peel.

Rear-adm. Cockburn remains at Cumberland island till he hears of the peace.

Rear-admiral Cockburn remained at his fortified house on Cumberland island, awaiting the arrival of some troops, to aid in making an attack upon the town of Savannah in Georgia; when, on the 25th of February, the american general in the vicinity apprized him, that peace had been concluded between the United States and Great Britain. Such was the fact. The treaty had been signed at Ghent on the 24th of December, 1814, and was ratified by the president at Washington on the 18th of February, 1815. Of its terms, we shall merely say, that "Free trade and sailors' rights," the avowed object of the war, remained precisely in the same undefined state, as before it was declared by Mr. Madison and his senate. "Canada," said an american writer at the early part of the war, "must be conquered, or we shall stand disgraced in the eyes of the world. It is a rod held over our heads; a fortress which haughtily frowns upon our country, and from which are disseminated throughout the land, the seed of disaffection, sedition, and treason. The national safety and honour and glory are lost, if we do not win this splendid prize." And yet, in spite of sir George Prevost and his acts, Canada remained unconquered. Although an end had been put to hostile operations on shore, we have still two or three naval actions to record.

American expedition to the bay of Bengal.

We formerly stated, that commodore Decatur had removed with his crew on board the President frigate at New-York. This ship, like the United-States and Constitution, had made some reduction in her armament: she had landed two of her 42-pounder carronades; which, we believe, were put on board the brig-sloop Syren, then fitting for sea in the port. The american government being still determined upon an expedition to the East Indies, a

squadron, consisting of the President, Peacock, and Hornet, along with the Macedonian and Tom-Bowline brigs, laden with stores for their use, was ordered to proceed to the bay of Bengal. On the night of the 18th of November the Hornet, which had been left at New-London as a guard-ship, succeeded in eluding the blockading force, and reached New-York. 1815.

The british squadron which, towards the close of the year 1814, cruised off the port of New-York, was commanded by captain John Hayes, of the 56-gun ship Majestic, who had under his orders the 40-gun frigate Endymion, captain Henry Hope, and the 38-gun frigate Pomone, captain John Richard Lumley. Between the time of her quitting Halifax and her junction with captain Hayes, the Endymion had experienced a serious misfortune. On the 9th of October, when off the shoals of Nantucket, she fell in with the american privateer brig Prince-de-Neufchatel, of 18 guns and 120 or 130 men. It being calm, captain Hope detached his boats, under the orders of lieutenant Abel Hawkins, first of the Endymion, to capture the privateer. The boats were repulsed, after sustaining the loss of lieutenant Hawkins, one midshipman, and 26 seamen and marines killed, the second lieutenant, one master's mate, and 35 seamen and marines wounded: besides which the launch was captured, and the crew made prisoners. So determined and effective a resistance did great credit to the american captain and his crew. On the 31st the Endymion fell in with the 56-gun ship Saturn, captain James Nash, bound to Halifax; and, sending on board, along with her surgeon and his servant, 28 wounded officers and men, received from the Saturn, to replace the severe loss she had sustained, one lieutenant, four midshipmen, and 33 seamen and marines.

British squadron cruising off New-York.

Unsuccessful attack by the Endymion.

On the 13th of January, 1815, captain Hayes was joined by the 38-gun frigate Tenedos, captain Hyde

1815. Parker. Although at this time close off the Hook and in sight of the american squadron at anchor near Staten island, the british ships were the same evening blown off the coast by a violent snow-storm. On the next day, the 14th, the weather became more moderate; but, the wind blowing fresh from the west-north-west, the squadron could not get in with the Hook. Having no doubt that commodore Decatur would take advantage, as well of the favourable state of the wind as of the absence of the british squadron, captain Hayes, in preference to closing the land to the southward, stood away to the northward and eastward, with the view of taking a station in the supposed track of the american squadron on its way out; and, singular enough, at the very instant of arriving at that point, about an hour before daylight on the 15th, Sandy-Hook bearing west-north-west distant 15 leagues, the principal object of search to all the british captains made her appearance very near them.

Squadron of captain Hayes blown off the coast.

Considering the chance of escape greater, by taking a separate departure with the ships of his squadron, commodore Decatur, on the afternoon of the 14th, weighed and put to sea with the President and brig Macedonian, having left directions with captain Warrington, to join him at the island of Tristan-d'Acunha, with the Peacock, Hornet, and Tom-Bowline. At 8 h. 30 m. P. M., owing partly to a mistake in the pilots and partly to the ship's increased draught of water from the quantity of stores on board of her, the President struck on the bar, and did not get off for an hour and a half. Having, besides some trifling damage to her rudder, shifted her ballast and got herself out of trim, the President would have put back, but the strong westerly wind prevented her. Accompanied by the brig, the american frigate now shaped her course along the shore of Long island for 50 miles, then steered south-east by south, until, at 5 A. M. on the 15th, she encountered the Majestic and her companions. Three

President sails and is chased by the Majestic and her consort

of the ships appearing right ahead, the President hauled up, and passed about two miles to the northward of them; and at daylight commodore Decatur found himself, as he states, chased by four ships; the Majestic about five miles astern, the Endymion a little further in the same direction, the Pomone six or eight miles on his larboard, and the Tenedos barely in sight on his starboard quarter. The Tenedos, indeed, having parted from her squadron the preceding evening, was taken for a second enemy's ship, and captain Hayes ordered the Pomone, by signal, to bear away in chase of her. Consequently the President, at first, was pursued by the Majestic and Endymion only. 1815. Jan.

These and the american frigate were soon under all sail, steering about east by north, with the wind now at north-west by north. At 6 h. 30 m. A. M. the Majestic fired three shot at the President, but, owing to the distance, without effect; nor, for the same reason probably, were they returned. Towards noon the wind decreased; and the Endymion, in consequence, began to leave the Majestic and gain upon the President. At 1 h. 15 m. P. M. the american frigate commenced lightening herself, by starting her water, cutting away her anchors, throwing overboard provisions, spare spars, boats, and every article of the sort that could be got at: she also kept her sails constantly wet from the royals down. At 2 P. M. the President opened a fire from her stern guns; which, at 2 h. 30 m., the Endymion returned with her bow-chasers. At 2 h. 39 m. P. M. a shot from the President came through the head of the larboard fore lower studding-sail, the foot of the mainsail, and the stern of the barge on the booms, and, perforating the quarterdeck, lodged on the main deck, without doing any other damage. Towards 5 P. M., owing to the advance of the Endymion on her starboard and lee quarter, the President luffed occasionally, to bring her stern guns to bear, and was evidently much galled; Endymion is fired at by, and fires in return at President.

1815. whereas the greater part of her shot passed over the Endymion.

President bears away, still engaged by Endymion.

At 5 h. 30 m. P. M., the Endymion having for the last 20 minutes maintained a position within half point-blank shot on her quarter, the President brailed up her spanker, and bore away south, to bring her antagonist upon her beam and endeavour to effect her escape to-leeward. Putting her helm hard a-weather, the Endymion met the manœuvre; and the two frigates came to close action in a parallel line of sailing. At 6 h. 4 m. P. M. the President commenced with musketry from her tops, and the Endymion returned the fire with her marines; hauling up occasionally, to close her antagonist, without losing the bearing of her broadside. The two ships were now not more than half musket-shot apart; the Endymion with her rigging and sails considerably cut, and the President with the principal part of her damage in the hull, as betrayed by the slackened state of her fire.

Hauls off, and is raked by latter.

At 6 h. 45 m. the President hauled up, apparently to avoid her opponent's fire. Profiting by this, the Endymion poured in two raking broadsides; then hauled up also, and again placed herself on the President's starboard quarter. At 7 h. 15 m. the President shot away the Endymion's boat from her larboard quarter, also her lower and maintopgallant studding-sails. From 7 h. 18 m. to 7 h. 25 m. the President did not return a shot to the vigorous fire still maintained by the Endymion. Recommencing, then, the President shot away the Endymion's main-topmast studding-sail and main brace, and at 7 h. 32 m. hauled suddenly to the wind, as if to try the strength of her antagonist's masts. Having no fear for these, the Endymion trimmed sails, and, hauling up, bestowed another raking fire; to which the President, now evidently much shattered, replied with a discharge from one stern gun. In 10 minutes the American frigate kept more away, firing only at intervals; and at 7 h. 58 m. ceased altogether and

Endymion drops astern from damaged sails.

showed, or appeared to show, (for we are doubtful of the fact,) a light. Conceiving that the President had struck, the Endymion also ceased firing, and began to bend new sails, her present ones having been cut into ribands by the President's bar and chain shot; one of which had torn away 12 or 14 cloths of her foresail, stripping it almost from the yard. 1815. Jan.

While the Endymion was thus compelled to drop astern, the President continued her course to the eastward, under a crowd of canvass, much relieved, no doubt, by the absence of the former. At 11 h. 15 m. P. M. the Pomone gained a position upon the President's larboard quarter, and, luffing up, fired her starboard broadside, but did little or no damage. The President immediately shortened sail and luffed up also, as if to pour a broadside into the Pomone. Instead of that, however, the american frigate hailed that she had surrendered, and hoisted a light in her mizen rigging. Not hearing the hail, and mistaking the object of the light, the Pomone fired a second broadside, acknowledged to have been as ineffectual as the first. On this, the President luffed up still sharper, as if to lay the Pomone on board, and instantly hauled down her light, again hailing that she had surrendered. At this time the Tenedos, who had been hailed by the Endymion and informed that the only two boats her misfortune with the Neufchatel had left her were destroyed, ranged up on the President's starboard side, and, hailing, was answered: "The american frigate President: we have surrendered." Captain Parker immediately sent a boat and took possession; as did nearly at the same moment, captain Lumley of the Pomone. At a few minutes before 9 P. M., having in the short space of 54 minutes, besides repairing her running rigging, bent new courses, main topsail, jib, foretopmast staysail, and spanker, and trimmed them to the wind, the Endymion went again in chase, as fresh as when she began the action. At 9 h. 45 m. the

President is overtaken by Pomone and surrenders without firing.

Endymion resumes

1815. Jan. Endymion was hailed, as just mentioned, by the Tenedos, and was not very far astern of the latter at 11 h. 30 m. P. M., when the President struck.

Damage and loss to Endymion and President.

The principal damages sustained by the Endymion have already been detailed. Her fore topmast was struck badly, but none of her other masts in any serious degree. Out of her 319 men and 27 boys in crew, the Endymion had 10 seamen and one sergeant of marines killed, and 12 seamen and two private marines wounded. If the high firing of the President displayed its effects in the disordered rigging and sails of the Endymion, the low firing of the Endymion was equally conspicuous in the shattered hull and lower masts of the President. The starboard side of the ship was riddled from end to end, particularly near the quarter. Almost every port-sill and port-timber, both on the main and the quarter deck, exhibited marks of shot. Three shot had entered the buttock, one of which had passed into the after magazine. Several shot had entered between wind and water, and some under water, which had cut the knees and timbers much. A great many shot had also passed through the ship, between the main and quarter decks and in the waist; but, as a proof of the slight effect of the Pomone's fire, one shot only had entered on the larboard side: it passed through at the tenth port, and carried away the upper sill, clamp, and diagonal knees. With so many shot-holes in her hull, the President might well have six feet water in the hold. Five or six of her guns were completely disabled. Out of her 465 men and four boys in crew, the President had three lieutenants, and 32 petty officers, seamen, and marines killed, her commander, (slightly,) master, two midshipmen, and 66 seamen and marines wounded; total, 35 killed and 70 wounded.

Of the Endymion's force in guns we have already given a full account. Her brass 18-pounder on the forecastle, we shall not include in the broadside force, because it could not, by possibility, be used there,

without displacing one of the 32-pounder carronades.* The boat-carronade we shall also reject, for the reason formerly given. That leaves the Endymion with 24 guns upon her broadside. Her established net complement was 347 men and boys; but her loss by the Neufchatel, and the deficiency with which she had originally quitted port, left the Endymion with the number already stated. 1815. Jan. Guns, &c. of Endymion.

The President had landed four of her 24 carronades,† one pair at the beginning of the war and the other pair recently; but, like the Constitution, the President now fought one of her two upperdeck 24-pounders through a spare port on her quarterdeck, and the other through a spare port on the forecastle. She mounted also upon a travelling carriage, a brass 8-inch howitzer; for which there was a spare port at the gangway. We shall consider this gun, although of a 68-pound caliber, merely as a 24-pounder. In her fore top the President mounted two brass 4-pounders, in her main top the same, and one in her mizen top. These guns, although they were evidently used, and must have produced some effect on the Endymion's deck, we shall not reckon as a part of the President's force. This leaves the american frigate 53 guns on her decks, and 28 of them in broadside. Guns of President.

The number of prisoners delivered to the agent at Bermuda was 434. Add to these, beside the 35 acknowledged by the President's officers to have been killed, six or seven too badly wounded to be removed, and we have 475 as the President's complement; just two less than were named in her watch-bill. Yet commodore Decatur and two of his officers swore before the surrogate, that the President had "about 450, but certainly not 460, men when the action commenced." The consequence of this oath, this american oath, was, that the captors got head-money for 450 men only; when there was Number of her crew.

* See p. 471. † See p. 7.

1815. proof positive that 469, and every probability that 477, men were in the ship at the time stated. We shall take the number of which there was that proof, 465 men and four boys. The President's ship's company were a remarkably stout set of men, and a great many british deserters were discovered among them; but, as the news of the peace very soon arrived, the men were not molested.

The two ships arrive at Bermuda, dismasted in a gale.

On the 17th, in a violent storm from the eastward, the Endymion lost her bowsprit and her fore and main masts; the latter chiefly from the shrouds giving way where they had been knotted after the action. The ship was also obliged to throw overboard the whole of her quarterdeck and forecastle guns. In the same gale, the President carried away all three of her masts. Several of her guns were also thrown overboard; and, in the battered state of her hull by the Endymion's fire, it was considered a mercy to the people on board that she did not founder. On the 25th the two ships arrived at Bermuda. We will now give the

COMPARATIVE FORCE OF THE COMBATANTS.

		ENDYMION.	PRESIDENT.
Broadside-guns	No.	24	28
	lbs.	664	852
Crew (men only)	No.	319	465
Size	tons	1277	1533

Testimony of Mr. Bowie the President's schoolmaster as to manner of her surrender.

As soon as the gale of wind had dismasted and otherwise disabled the Endymion, so as to leave an inference that the shot of the President had mainly contributed to reduce her to that state, commodore Decatur wrote his official letter. In a very few days after his arrival at Bermuda, the communicativeness of one of his officers made him regret that he had despatched the letter. Mr. Bowie, the President's schoolmaster, when deposing before the surrogate relative to the capture of the ship, says: "When the Endymion dropped astern, we were confident of escaping. Shortly after, discovered two ships

coming up, (Pomone and Tenedos,) when commodore Decatur ordered all hands below to take care of their bags. One of the ships commenced firing; and commodore Decatur called out, 'We have surrendered,' and gave this deponent the trumpet to hail, and say, they had surrendered. The Pomone's fire did damage to the rigging, but neither killed nor wounded any person. The President did not return the Pomone's fire, but hoisted a light in the mizen rigging, as a sign of submission." Again: "When the two ships were coming up, a light was hoisted in the mizen rigging of the President, as this deponent conceived at the time, as an ensign or flag, but, as he afterwards had reason to believe, as a sign that they had surrendered; for this deponent observed to the commodore, that, as long as that light was hoisted, the ships would fire: upon which commodore Decatur ordered it to be taken down." To counteract the mischievous tendency of Mr. Bowie's averment about the harmless fire of the Pomone, commodore Decatur wrote from New-York a supplementary letter, commencing: "I omitted to state, that a considerable number of my killed and wounded was from the fire of the Pomone." The one shot that entered on the larboard side might, to be sure, have killed and wounded a few men; but then, says, or rather swears, Mr. Bowie, "the men were all, just then, down below taking care of their bags." Oh! Mr. Bowie, Mr. Bowie, you were but half an American; and no wonder we do not find your name among the officers belonging to the United States' navy in April, 1816. 1815.

Although commodore Decatur's first official is a very long one, and contains a great many inaccuracies, we shall notice only two paragraphs. One is: "I remained with her (the Endymion) in this position for half an hour, in the hope that she would close with us on our broadside, in which case I had prepared my crew to board; but, from his continuing to yaw his ship to maintain his position, it became Commodore Decatur's official letter.

1815. evident, that to close was not his intention." The other: "It is with emotions of pride I bear testimony to the gallantry and steadiness of every officer and man I had the honour to command on this occasion; and I feel satisfied that the fact of their having beaten a force equal to themselves, in the presence, and almost under the guns, of so vastly a superior force, when, too, it was almost self-evident that, whatever their exertions might be, they must ultimately be captured, will be taken as evidence of what they would have performed, had the force opposed to them been in any degree equal."

An important mis-statement in commodore Decatur's letter.

Passing over the illiberal insinuation cast upon a gallant british officer, upon one especially, who, as the commodore acknowledges, paid every attention to himself and his officers, "that delicacy and humanity could dictate," by the words, "it became evident, that to close was not his intention," we come to an inquiry into the fact, of whether or not commodore Decatur did intend "to board" the Endymion. An extract or two from his own letter will, we think, establish the point. He states, that at 8 h. 30 m. the President "completely succeeded in dismantling her," the Endymion, whom he had previously shown to be on his lee quarter; and yet that it was not until 11 P. M. that "two fresh ships of the enemy came up." What was to have prevented commodore Decatur, had such been his intention, from boarding the Endymion during this long interval? The truth is, such an idea never entered his head, until some one, after the affair was over, pointed out to him what a chance he had missed of distinguishing himself. Admitting that commodore Decatur had succeeded in capturing the Endymion, of which there is a very strong doubt, by boarding, he would, it is true, have been able to hold possession for only a quarter of an hour or 20 minutes. Still he would have had all the credit of the thing; and the subsequent capture of the President and recapture of the Endymion, by a force so overwhelming as that

which was approaching, would not, in the slightest degree, have detracted from his merit. 1815.

Another mis-statement.

Although the President did not inflict upon the Endymion above one-fourth of the numerical loss which she herself sustained; although, while the latter did not have a single warrant-officer touched, the former had three lieutenants killed, and her master and two midshipmen wounded; although the hull of the british ship was very little struck, and that of the President was shattered from stem to stern; although, in short, very little injury was done to the Endymion more than her own active crew replaced in less than an hour, still the President had "beaten" the Endymion. When commodore Decatur was writing his official letter, he had been two days on board the Endymion, and had found time enough to discover, that her wounded men occupied "the starboard side of the gundeck from the cabin bulkhead to the mainmast;" and yet he had the hardihood to declare to his government and the world, that the Endymion, the ship he had so "beaten," was equal in force to the President.

Court of inquiry on President's officers, &c.

On the 17th of April a court of inquiry was summoned at New-York, to investigate the circumstances under which the President had been captured. After what has already appeared in these pages on the subject of american courts of inquiry, after captain Joseph Bainbridge could be honourably acquitted for the manner in which he gave up the Frolic, we cannot be surprised that the court should decree, that the "Endymion was subdued," that the "proposition to board her" was "heroic," and that commodore Decatur "evinced great judgment and skill, perfect coolness, the most determined resolution and heroic courage," and so forth.

Behaviour of commodore Decatur.

Although, by a sort of endemial tact at telling his own story, the commodore may have raised himself in the esteem of Americans, the manner in which he yielded up the President, coupled with the shifts and quirks, the misrepresentations and mean-

1815. nesses to which he afterwards resorted, have sunk the name of Decatur, in the opinion of every well-informed European, quite as low as that of Rodgers, Bainbridge, or Porter. The case of the Endymion and President has been compared with that of the Eurotas and Clorinde.* Both the french and the american frigate, it is true, were about equally battered in hull; but there was this difference in the conduct of their commanders: captain Denis-Lagarde, when he surrendered, had only his foremast standing; whereas commodore Decatur had all his three royal-masts an-end, and even the sails set upon them.

Reason of our apparent severity in commenting upon the misstatements of the Americans.

If we have been, or shall again be, a little more severe upon the Americans, generally, than accords with the impartial character of these pages, they have themselves, and themselves only, to thank. Have they not been trying to persuade the rest of the world, that their naval officers and seamen surpass all others; that they are, in short, "invincible"? Who has ever heard an American acknowledge, that any ship of his was taken by an equal force? Where can an American be found, who will not persist in declaring, that an equal force captured the Guerrière, Macedonian, and Java, the Frolic, Peacock, and their sister-brigs? One fact is remarkable. Where the Americans have met a decidedly superior force, or an equal force that routed them about in an unexpected manner, they have invariably dropped their crests, and have lost the respect of their conquerors by the tameness of their surrender.

Capt. Hope's letter.

It would be an injustice to captain Hope, not to notice the peculiar modesty of his official letter. He speaks of the cool and determined bravery of his officers and ship's company on the "fortunate occasion;" says, truly, that, "where every individual had so conspicuously done his duty, it would be injustice to particularize;" and, in proof of the exertions and abilities of his men, appeals to "the loss

* See p. 394.

and damages sustained by the enemy's frigate." In his letter to rear-admiral Hotham, enclosing that of captain Hope, captain Hayes does ample justice to the Endymion; confirms every statement in her log-extract, which is the groundwork of our account; and emphatically adds: "When the effect produced by her well-directed fire upon the President is witnessed, it cannot be doubted, that captain Hope would have succeeded either in capturing or sinking her, had none of the squadron been in sight." The senior lieutenant on board the Endymion, William Thomas Morgan, was deservedly promoted to the rank of commander. 1815. Feb.

Arrival of the President and Endymion in England.

On the 8th of March, after having undergone a partial repair, the President, accompanied by the Endymion, sailed from Bermuda for England; and on the 28th both ships arrived at Spithead. The President, of course, was added to the british navy; but her serious damages in the action, coupled with the length of time she had been in service, prevented her from being of any greater utility, than that of affording to Englishmen, many of whom, till then, had been the dupes of their transatlantic "brethren," ocular demonstration of the "equal force" by which their frigates had been captured.

St.-Lawrence attacked and captured by Chasseur.

On the 26th of February the british schooner St.-Lawrence, of 12 carronades, 12-pounders, and one long 9-pounder, commanded by lieutenant Henry Cranmer Gordon, while proceeding with despatches from rear-admiral Cockburn, relating to the peace between Great Britain and the United States, fell in with the american privateer-brig Chasseur, of six long 9-pounders, and eight carronades, 18-pounders, commanded by captain Thomas Boyle. The brig attacked the schooner, and an engagement ensued; which, the Americans state, lasted at close quarters only 15 minutes, when the St.-Lawrence was carried by boarding. No british official account has been published; but unofficial accounts state, that the action continued much longer.

The St.-Lawrence was a good deal cut up; and,

1815. according to a New Providence paper, lost out of her crew (exclusive of some passengers) of 42 men and nine boys, six men killed and 18 wounded. The Americans made the killed, as they generally do, much greater. The Chasseur was also injured in her hull and spars; and lost, by the american returns, out of a complement of 115 men, five men killed and eight wounded. Men are not in the best trim for fighting, just upon receiving the news of peace. Sailors are then dwelling upon their discharge from servitude, the sight of long absent friends, and all the ties of their homes and families. But even that, although it perhaps contributed to weaken the efforts, could not impair the courage, of the crew of the St.-Lawrence: they defended her, until nearly half their numbers were killed or wounded.

Damage, &c. on each

Newcastle and Acasta anchor in Cape Cod bay.

The british force stationed in Boston bay in the beginning of December, 1814, consisted of the 50-gun ship Newcastle, captain lord George Stuart, 18-pounder 40-gun frigate Acasta, captain Alexander Robert Kerr, and 18-gun brig-sloop Arab, captain Henry Jane. On the 11th, when this squadron was cruising off St.-George's shoals, the Newcastle parted company, to reconnoitre the road of Boston. On the 12th lord George discovered lying there the 44-gun frigate Constitution, captain Charles Stewart, in apparent readiness for sea, and the Independance 74, with her lower yards and topmasts struck. The Newcastle then steered for Cape Cod bay; where, in a few hours, after having grounded for a short time on a shoal, she came to an anchor. On the 13th one of her men, from a boat sent on shore, deserted to the Americans. On the 16th the Acasta arrived, and anchored near the Newcastle.

Constitution escapes from Boston.

On the 17th, having ascertained, in all probability from the Newcastle's deserter, that the two blockading frigates were not in a situation to offer him any annoyance, captain Stewart put to sea. The Constitution stood across the Atlantic to the coast of Spain and Portugal, and cruised for some time off the rock

of Lisbon. In the latter end of January, or beginning of February, captain Stewart stretched over to the Western isles, and was tracked and followed by the british 38-gun frigate Tiber, captain James Richard Dacres. The latter boarded two or three neutral vessels, which had been boarded by the american frigate only a few hours before. At one time, it appears, the Constitution actually got a sight of the Tiber, but did not shorten sail, because captain Stewart, as he is said to have subsequently admitted, thought it probable that the ship was the Eurotas, or some other of the newly fitted 24-pounder frigates, detached in pursuit of him. 1815. Gains a sight of Tiber, but avoids her.

On the 20th of February, at 1 P. M., the island of Madeira bearing west-south-west, distant 60 leagues, the Constitution, steering to the south-west with a light breeze from the eastward, discovered, about two points on her larboard bow, and immediately hauled up for, the british 22-gun ship Cyane,* captain Gordon Thomas Falcon, standing close hauled on the starboard tack, and about 10 miles to-windward of her consort, the 20-gun ship Levant, (18 carronades, 32-pounders, and two nines,) captain and senior officer the honourable George Douglas. At 1 h. 45 m. the Constitution got sight of the Levant, then bearing right ahead of her. At 4 P. M., having stood on to ascertain the character of the stranger, the Cyane made the private signal; and, finding it not answered, bore up for her consort, with the signal flying for an enemy. The Constitution immediately made all sail in chase, and at 5 P. M. commenced firing her larboard bow guns, but ceased soon afterwards, finding her shot fall short. At 5 h. 30 m., the Cyane having arrived within hail of the Levant, captain Douglas expressed to captain Gordon his resolution to engage the enemy's frigate, (known from previous information to be the Constitution,) notwithstanding her superior force, in the hope, by disabling her, to save two valuable convoys, that had Falls in with Levant and Cyane.

* For her force see vol. v. p. 253.

1815. sailed from Gibraltar a few days previous in company with the two british ships.

Constitution attacks Cyane.

At 5h. 45 m. P. M. the Levant and Cyane made all sail upon a wind, in order to try for the weathergage. In 10 minutes, finding they could not accomplish their object, the two ships bore up, with the view of delaying the commencement of the action until night; when they might hope, by skilful manœuvring, to engage with more advantage. The superior sailing of the Constitution defeating that plan also, the Levant and Cyane, at 6 P. M., hauled to the wind on the starboard tack, formed in head and stern line, at the distance of rather less than 200 yards apart. At 6 h. 5 m. the Constitution, all three ships having previously hoisted their colours, opened her larboard broadside upon the Cyane, at the distance of about three quarters of a mile on the latter's weather beam. The Cyane promptly returned the fire; but her shot, being all fired from carronades, fell short, while the frigate's long 24-pounders were producing their full effect. In 15 minutes the Constitution ranged ahead, and became engaged in the same manner with the Levant. The Cyane now luffed up for the larboard quarter of the Constitution: whereupon the latter, backing astern, was enabled to pour into the Cyane her whole broadside.

Re-attacks Cyane.

Meanwhile the Levant had bore up, to wear round and assist her consort. The Constitution thereupon filled, shot ahead, and gave the Levant two stern rakes. Seeing this, the Cyane, although without a brace or bowline except the larboard fore brace, wore, and gallantly stood between the Levant and Constitution. The latter then promptly wore, and raked the Cyane astern. The Cyane immediately luffed up as well as she could, and fired her larboard broadside at the starboard bow of the Constitution. The latter soon afterwards ranged up on the larboard quarter of the Cyane, within hail, and was about to pour in her starboard broadside; when, at 6 h. 50 m. P. M., having had most of her standing and running rigging cut to pieces, her main and mizen masts left in a tottering state,

and other principal spars wounded, several shot in the hull, nine or ten between wind and water, five carronades disabled, chiefly by the drawing of the bolts and starting of the chocks, and the Levant being two miles to-leeward, still bearing away to repair her heavy damages, the Cyane fired a lee gun, and hoisted a light as a signal of submission. 1815. Cyane surrenders.

It was not until 8 P.M. that the Constitution, having manned her prize and refitted some slight damages in her own rigging, was ready to bear up after the Levant, then in sight to-leeward. At 8 h. 15 m., which was as soon as the Levant had rove new braces, the gallant little ship again hauled her wind, as well to ascertain the fate of her companion, as to renew the desperate contest. On approaching the Constitution and Cyane, the Levant, with a boldness bordering on rashness, ranged close alongside the Constitution to-leeward, being unable to weather her; and at 8 h. 30 m. these two ships, (the President and Little-Belt over again,) while passing on opposite tacks, exchanged broadsides. The Constitution immediately wore under the Levant's stern, and raked her with a second broadside. At 9 h. 30 m., finding that the Cyane had undoubtedly surrendered, captain Douglas again put before the wind; but, in the act of doing so, the Levant received several raking broadsides, had her wheel shot away, and her lower masts badly wounded. To fire her stern-chase guns, and steer at the same time, was impossible, owing to a sad mistake in the construction of this new class of vessel. Seeing the Constitution ranging up on her larboard quarter, the Levant, at 10 h. 30 m. P. M., struck her colours. Also Levant.

Out of her 115 men and 16 boys, the Levant had 14 seamen and marines killed, one officer and 15 seamen and marines wounded; and the Cyane, out of her 145 men and 26 boys, (making 42 boys between these two small ships!) had six seamen and marines killed and 13 wounded; total, 12 killed and 29 wounded. The Constitution had sailed on her last cruise with a complement of 477 men and three Loss on each side.

1815. Feb. boys, but, having manned a prize with an officer and seven men, had on board only 469. Out of this number, she had six killed and mortally wounded and six others wounded severely and slightly. The wounded are rather out of proportion, but they are all that the Americans have acknowledged. The comparatively slight loss inflicted upon the two ships affords a clear proof, that the Americans had begun to relax in their gunnery; and, had the war continued, and the United States gone on equipping and manning new ships, some very unexpected reverses at sea would have followed.

Capt. Stewart's misstatements.

The captain of an american frigate, who could solemnly declare, that a british frigate had run away from him, would naturally make a great boast of capturing these two sloops, as they may be called. Therefore captain Stewart officially says: "Considering the advantages derived by the enemy, from a divided and more active force, as also their superiority in the weight and number of guns, I deem the speedy and decisive result of this action the strongest assurance which can be given the government, that all under my command did their duty, and gallantly supported the reputation of american seamen." The term "speedy" may appear misapplied when, according to the "Minutes" published in the american papers, the action began at 6h. 5m. and ended at 10 P.M., or, as the british account states, at 10h. 40m.; but, by a mode of reckoning peculiar to himself, captain Stewart declares, that the action lasted only 40 minutes.

A supposititious case, showing how the Americans should have behaved on this occasion.

Let us suppose that the Peacock and Hornet, soon after leaving New-York together, had fallen in with the Endymion, to-windward of them, and (the only improbable part of the supposition) had staid to engage the frigate until they were captured. How would the american citizens have behaved on this occasion? Why, they would have received captains Warrington and Biddle precisely as they did captain Stewart, and published accounts in every paper of the "heroic defence against decidedly superior force;" not failing to point out, as they did

in the Essex's action, the great disparity between carronades and long guns, when the ship carrying the latter has the choice of distance. Mr. Madison, too, in his next speech to congress, would have declared, that the two little sloops continued the unequal contest, until, as he said of the Essex, "humanity tore down the colours which valour had nailed to the mast." How would captain Hope have behaved? He would have told a plain tale of his good fortune, applauding the american commanders for having so long maintained a contest, in which, from the nature of their armament, and from their leeward position, they could not have hoped to succeed. 1815.

Before we attend to the further proceedings of the Constitution, we will dismiss all we have to state on the subject of her action with the two sloops. On the 28th of June a court-martial was held on board the Akbar at Halifax, Nova-Scotia, to try the two captains and their respective officers and ships' companies for the loss of the Levant and Cyane. They were all, except three seamen of the Cyane who deserted to the Americans, most honourably acquitted for the surrender of their ships, and justly applauded for the gallant defence they had made, against an enemy's ship so decidedly superior. With the exception of the three deserters, the two crews resisted the repeated offers made to them to enlist with the enemy. It was stated by the british officers, at the court-martial, that the crews of the two ships were, for three weeks, kept constantly in the Constitution's hold, with both hands and legs in irons, and there allowed but three pints of water during the 24 hours. This, too, in a tropical climate! It was further proved that, after the expiration of the three weeks, upon the application of captain Douglas, one third of the men were allowed to be on deck four hours out of the 24, but had not the means of walking, being still in irons; that, on mustering the crews when they were landed at Maranham, five of Court-martial on captain Douglas and Falcon, &c.

1815. the Levant's boys were missing; that, upon application and search for them, two were found locked up in the cabin of the american captain of marines; and that a black man at Maranham was employed as a crimp, and enticed one of the Levant's boys to enter the american service.

Constitution and [illegible] Porto-Praya.

On the 8th of March the Constitution, having in company, along with her two prizes, a merchant brig of which she intended to make a cartel, anchored off the isle of Mayo, one of the Cape de Verds; and on the next day got under way, and anchored, a few hours afterwards, in the harbour of Porto-Praya, island of Saint-Jago. While on his way to these islands, captain Stewart had caused the Cyane to be painted so as to resemble a 36-gun frigate. The object of this was to aggrandize his exploit, in the wondering eyes of the gaping citizens of Boston; not one in a hundred of whom, he knew, would trouble themselves to inquire any further on the subject. The american captain would doubtless have played off the same *deceptio visûs* upon the Levant, had he not been aware, that no efforts of the painter could make a low flush ship of 464 tons resemble a frigate. On the 11th, at 15 minutes past noon, just as captain Stewart had sent his master to bring the cartel brig under the stern of the Constitution, in order that the prisoners might be removed to her, three strange ships were discovered through the haze, standing into the harbour. These were the british 50-gun ships Leander and Newcastle, captains sir George Ralph Collier, K. C. B. and lord George Stuart, and 18-pounder 40-gun frigate Acasta, captain Alexander Robert Kerr. We will now step back for a moment, and endeavour to show what had brought these three ships to a spot so distant from the station on which they had hitherto been cruising, the north-eastern coast of the United States.

Leander sails from

On the 13th of December the Leander sailed from Halifax bound off Boston, and on the 24th fell in with the Newcastle and Acasta. By their captains,

1815.

Halifax and joins Newcastle and Acasta.

it appears, sir George was informed, that the Constitution had sailed from Boston, and the Congress from Portsmouth, New-Hampshire, and that the President was to join those ships "from the Delaware."* Unfortunately, although it had been stated over and over again in the Halifax papers, neither of the three captains appears to have been aware, that the Congress had, some months before, been dismantled and laid up at Portsmouth, and that the President was not lying in the "Delaware," but in New-York. On turning to the Newcastle's log, to see who it was that had been playing off such a hoax upon lord George, we find that, on the 22d, while the Newcastle and Acasta were lying at anchor in Cape Cod bay,† the 18-gun brig-sloop Arab, captain, Henry Jane, joined company, "with intelligence that the Constitution had sailed from Boston on the 17th instant." Not another word is there. This, however, was quite enough to hasten the two ships in getting under way, and to make their captains wish, no doubt, that they had kept under way in front of the port which they had been ordered to watch.

Sir George takes them with him and sails in pursuit of a supposed american squadron.

This story about the sailing of the american squadron, whether derived, in the first instance, from fishermen, cattle-dealers, or any other of the cunning New-England folk, was credited by sir George Collier; and away went the Leander, Newcastle, and Acasta, in search of the Constitution and the "two other heavy frigates" that had sailed "in her company."‡ On the 4th of January, when off the Western Isles, the three ships fell in with a brig-prize belonging to the american privateer Perry; and, having chased under american colours, were taken for an american squadron. The consequence was, that the prize-master of the brig voluntarily came on board the Leander, and pretended to take that ship for the President, the Newcastle for the Constitution, and

* Published letter of Mr. Thomas Collier. † See p. 540.
‡ Marshall, vol. ii. p. 533.

1815. March. the Acasta, not for the Congress, but for the Macedonian. In short, the fellow would have said or sworn any thing, that he thought would ingratiate himself with his hearers. Mr. Marshall says, "Nothing could have happened better"* than this farcical interview with the american privateer's-man. On the contrary, looking to the serious impression it appears to have made on board the Leander, we should rather say, nothing could have happened worse.

British squadron discovers Constitution and her companions in Porto-Praya, and chases them to sea.

On the 11th of March, at 0 h. 15 m. P. M., when, as already stated, they first discovered the Constitution, Cyane, Levant, and cartel brig, the three british ships were standing close hauled on the starboard tack, with a moderate breeze from the north-east by north; and the ships in Porto-Praya then bore from the Leander, the leewardmost ship of her squadron, north-east by north distant seven miles. In less than 10 minutes after she had discovered the approach of the british ships, the Constitution cut her cables and stood out of Porto-Praya on the larboard tack, followed by the Levant and Cyane. At 1 P. M., just as the Constitution had got upon the Leander's weather beam, the three british ships tacked in chase. At this time the strange squadron was about four miles in the wind's eye of the Acasta, the Acasta about one mile upon the weather quarter of the Newcastle, and the Newcastle about two miles ahead of the Leander. At this time, also, the Acasta made out the strangers to be "one large frigate and two sloops." The Newcastle has merely noted down in her log, that one ship was larger than the others; and the Leander, in her log, describes all three of the ships as "apparently frigates." But the Leander's first lieutenant on the occasion, the present captain John M'Dougall, has subsequently stated as follows: "Weather very thick and hazy; took the two sternmost ships for

* Marshall, vol. ii. p. 534.

frigates, the headmost, from appearance a much larger ship, for the Guerrière; who, we understood, had long 32-pounders on her main deck."* 1815. March.

At 1 h. 30 m. P. M. captain Stewart found that the Constitution sailed about equal with the ships on her lee quarter, but that the Acasta, by luffing up, was gaining her wake and rather dropping astern. It was at the same time observed, that the Cyane was dropping astern and to-leeward, and would soon be overtaken by the Acasta. At 1 h. 40 m., therefore, captain Stewart made the signal for the Cyane to tack; expecting that the british commodore would detach a ship in pursuit of her, and that she would succeed in reaching the anchorage of Porto-Praya before the detached ship could come up with her; or, if no ship chased, that she would be able to double the rear of the british squadron and escape before the wind. The Cyane, just when bearing from the Leander north-north-east distant four miles, tacked accordingly; but no british ship tacked after her, sir George rightly judging that she would reach the neutral port before either of the british ships could get within shot of her. The Cyane shortly afterwards bore away, and was seen no more. At 1 h. 45 m. the Leander hoisted her colours and fired a gun to-windward; and then telegraphed that, in case of parting company, the Isle of Mayo was to be the rendezvous. Both the Leander's consorts also hoisted their colours, and the Newcastle scaled her guns. The Constitution's log notices the circumstance thus: "The ship on our lee quarter firing broadsides by divisions, her shot falling short of us." An officer of the Constitution, in a letter to a friend, says: "The shot fell short from 100 to 200 yards."† This would, indeed, have brought the ships near together; but the american officer must have greatly underrated the distance. For our part, we cannot see the necessity of scaling

Cyane tacks and, not being pursued, effects her escape.

Newcastle scales her guns.

* Marshall, vol. ii. p. 536.

† Naval Monument, p. 182.

1815. March. the guns at all: not only was the concussion calculated to check the ship's way, but it was very likely to calm the breeze, already beginning to slacken as the day drew towards its close.

Levant tacks and all three british ships in s. after her.

At 2 h. 30 m. P.M., the Constitution having dropped the Levant considerably, the situation of the latter, in reference to the Acasta, became as critical as that of the Cyane had been. Captain Stewart accordingly made the Levant's signal to tack; and the Levant did immediately tack. At this time, says the Acasta, "the frigate had gained on us, but we had gained on the sloop." One of the Constitution's officers gives a different statement from that in the Acasta's log. He says: "The Acasta sailed faster than the Constitution, and was gaining on her."* At all events the Acasta, although she might drop a little astern, was weathering upon the Constitution, and had now brought her to bear upon her weather cat-head. The instant the Levant tacked, the Leander made a signal, the nature of which we shall discuss presently; and, in obedience to that signal, the Acasta "tacked in chase of the sloop." In a minute or two afterwards, according to statements that have appeared in print, the Leander and Newcastle successively did the same. When the Newcastle tacked, the Constitution was five or six miles to-windward of her, and, "in the prevailing haze, nearly out of sight" from the deck of the Leander; from whom the Newcastle then bore south-east by east, and the Acasta north-east.

Bears up for Porto-Praya, is fired at and captured.

At 2 h. 50 m. P. M., which was just 14 minutes after she had tacked, the Newcastle lost sight of the Constitution, owing to the increased haziness of the weather as the former approached the land, and the opposite course steered by the latter. The Levant, shortly after she had tacked, bore away for Porto-Praya road, and at about 3 h. 15 m. P. M. received from the Leander in passing an ineffectual fire. "At 4 h. 30 m.," says the Newcastle log, "saw her

* Naval Monument, p. 182.

(Levant) anchor. Acasta fired a broadside. At 4 h. 56 m. tacked and fired our larboard broadside." An american account says: "The Levant ran into port, so as to run her jib-boom over the battery. The Acasta and Newcastle came in, and, although her colours were hauled down, fired at her a number of times. They were obliged to hoist and lower their colours twice; yet not a gun was fired from the Levant. Lieutenant Ballard, who commanded, had ordered his men to lie on the deck, by which they all escaped injury, although considerable damage was done to the town. It seemed unnecessary for two heavy frigates to fire into one sloop of war, who neither did nor could make any resistance."* When the Leander opened her fire she discovered, clearly enough, the force of the ship in pursuit of which the squadron had tacked. Sir George then made the signal for the Acasta to take possession of her. The Acasta did so; and, by 5 P.M., all three british ships had anchored in Porto-Praya road. On the 12th, at 6 h. 30 m. A.M., sir George Collier went on shore to communicate with the governor, in consequence of the damage done to the houses of the town by the shot from the Acasta and Newcastle. At 11 A.M. sir George returned; and shortly afterwards the british squadron, accompanied by the prize, got under way, and steered for the West Indies. We must now pay a visit to the Constitution.

1815. March.

British squadron also anchors and afterwards weighs and steers for West Indies

The moment he saw how the Acasta was weathering him, and that he had no chance of escape by bearing up, as the Newcastle would inevitably intercept him, captain Stewart considered the Constitution as within an hour or two of becoming a british prize. The American officers now questioned the british officers as to the manner in which the commodore of the chasing squadron would treat them; and, in short, began making, in regard to their clothes and other personal effects, such arrangements as they thought necessary,

* Naval Monument, p. 182.

1815. March. in the change they were about to undergo from freemen to captives. All this while captains Douglas and Falcon and the late officers of the Levant and Cyane were blessing their stars at the good fortune that awaited them, although, as we can readily conceive, their delicacy forbad them from making a display of it before captain Stewart and his officers. When the Cyane tacked, and the three british ships still continued in chase of the Constitution, not a doubt could remain that the english commodore, whoever he might be, was determined to have her. The Levant tacks; and (can it be possible?) all three british ships tack after her. Here is a change!

State of feeling on board Constitution when british ships gave over the chase of her.

The joy of captain Stewart and his officers was now as extravagant as their fears had been well grounded. But what were *now* the feelings of captains Douglas and Falcon and the other british officers? What were they indeed! "The british officers on board," says the Constitution's officer, "who had expressed the utmost confidence that the Constitution would be taken in an hour, felt the greatest vexation and disappointment, which they expressed in very emphatic terms."* From the following passage in the same account, it would appear that some one of the british officers, to save as much as possible the credit of the service to which he belonged, pretended to understand the purport of a signal that was hoisted by the Newcastle, and of which we shall speak presently. Thus: "After the other ships tacked, the Newcastle made a signal that her foretopsail yard was sprung, and tacked also." In less than three quarters of an hour after the Newcastle had tacked from her, the Constitution was becalmed or nearly so. As soon as a breeze sprung up, captain Stewart steered towards the coast of Brazil, and through the West Indies home; and, early in the month of May, "lucky Old Ironsides," as now she well might be called, anchored in Boston.

She arrives at Boston

* Naval Monument, p. 182.

1815. March.

Opinion formed by each party of the force of his enemy.

The three british ships, on being first discovered by the Constitution, were taken by the american officers for what, in reality, they were: the Leander and Newcastle for "ships of the line," or two-deckers, and the Acasta for a frigate. But the Cyane, according to her log, made out all three ships to be frigates, even before the Constitution cut her cables and made sail.* Yet, on board the Leander, the Constitution, of 1533, the Cyane of 539, and the Levant, a flush ship, of 464 tons, all put on the appearance of "frigates." Hence, when the Cyane tacked, "sir George directed the Acasta's signal to be made to tack after her, but countermanded the order, on observing that she would gain the anchorage before the Acasta could close with her."† It was, therefore, the respect which the british commanding officer paid to the neutrality of the portuguese port, that permitted the Cyane to go unpursued. But, in less than an hour, a second enemy's "frigate," the Levant, tacks, and the neutrality of the port does not save her from being pursued, or from being cannonaded, "with her jib-boom over the battery," by two of the three british ships that had tacked after her. How does captain M'Dougall reconcile this?

Acasta alone to have tacked, but mistake made in signal.

It appears, now, that it was not sir George's intention that all three british ships should have tacked after the Levant. The signal was ordered to be for the Acasta alone to tack; but, according to the published letter of Mr. Thomas Collier, "the midshipman, Mr. Morrison, whose duty it was to make the signal, did, by mistake, hoist the general signal," or, according to another statement, and one which bears the signature of the Leander's late first lieutenant, "in making the signal, the Acasta's distinguishing pendants got foul, and, before they could be cleared, the Newcastle

* Naval Monument, p. 173.

† See captain M'Dougall's paper, in Marshall, vol. ii. p. 536.

1815. mistook it for a general signal."* It is a point, we conceive, of very little consequence how the mistake arose. The fact is that, of all the three ships, the Acasta was the last that should have been ordered to tack after the Levant, even admitting that ship to have been the "Constitution, President, Macedonian, or Congress," simply because the Acasta was "weathering," "getting into the wake of," and the likeliest of any of the three to overtake and bring to action, the "Guerrière." On the other hand, that the Leander herself, if any ship did, was the most proper to have gone in pursuit of the supposed Constitution, President, Macedonian, or Congress, is clear; first, because she was "falling to-leeward" of the supposed Guerrière, and next, because she was the nearest of any of her squadron to the ship that, to the Leander at least, put on so fatal a disguise. Had we seen no other statement than is to be found in the three british ships' logs, we should consider that the Leander really did tack first; for thus says her log: "Tacked ship to cut off ship from anchorage, and made signal for ditto."

Acasta ought not to have tacked at all.

Leander tacked also by the suggestion of her first lieut.

Sir George Collier was remarkable for the kindness with which he treated his officers, and for the, in this instance, most unfortunate, deference he was in the habit of paying to their opinions on points of service. By whose suggestion he tacked, let his late first lieutenant's own words determine: "When the Acasta had filled on the starboard tack, I observed to sir George, that, if the ships standing in shore were really frigates, which it was impossible to ascertain, owing to the haziness of the weather, they would be more than a match for the Acasta. He replied: 'It is true, Kerr can do wonders, but not impossibilities; and I believe I must go round, as, when the ship that tacked first hears the Acasta engaged, she will naturally come to her consort's assistance.'"† Captain M'Dougall here says "it was impos-

* Marshall, vol. ii. p. 537. † Ibid. p. 538.

sible to ascertain" whether or not a low flush ship, of 464 tons, sailing for more than an hour, at the distance certainly not of more than five miles, upon the weather beam of the Leander, and consequently with her whole broadside exposed to view, and every port, one might suppose, as easy to be counted, as the ports of the Leander herself were by the british and american officers on board the Levant, was a "frigate;" and such a frigate as, with another like her, it would be "impossible" for the Acasta to cope with. Lieutenant Henry Richmond, who was a midshipman on board the Leander, appears to have sanctioned Mr. Thomas Collier in saying, that "all on board" the Leander fully believed that the Constitution, Cyane, and Levant were three american frigates. The only answer we shall give to this will be to subjoin the names of the five lieutenants, who belonged to the Leander at the time. 1st. John M'Dougall, 2d. William Edward Fiott, 3d. Robert Graham Dunlop, 4th. George William St.-John Mildmay, and 5th. Richard Weld. We believe it is not yet admitted by captains Kerr and lord George Stuart, that the Acasta was the first ship that tacked, or that the weather, at the time the Constitution was left to go her ways, was not sufficiently clear for the water-lines of all the ships to be seen.

1815. March.

Names of Leander's lieutenants.

Mention has been made of an optional flag. The following extract from the work of a contemporary will afford the requisite information on the subject: "Sir George Collier, confiding in the zeal and judgment of the captains under his orders, had previously informed them that, whenever a certain flag was hoisted with any signal addressed to either of them, they were at liberty to disregard the signal, if they considered that, by following the order conveyed thereby, the object in view was not so likely to be attained, as by acting in contrariety thereto. The flag alluded to was entered pro tempore in the signal books under the designation of the 'optional flag.' On its being hoisted with the Newcastle's

Remarks on the "optional flag."

1815. March. pendants as above stated, that ship made answer by signal, 'The flags are not distinguishable.' "* We shall not stay to discuss this point, beyond suggesting the probability, either that the wrong flag was hoisted on board the Leander, or that it had got foul and was omitted to be cleared. If neither was the case, the Newcastle must have been nearer to the Constitution then she was to the Leander; for we observe by her log, that the Newcastle could distinguish the signal made by the Constitution to the Cyane, as being one not in the british naval code, also that the signal afterwards made by the Constitution to the Levant was "the same signal as before." We have now a word or two to submit on the part performed by the Acasta.

Advantages possessed by Acasta. In two respects, the Acasta possessed a decided advantage over her consorts. She was far more advanced in the chase, and sailed better on a wind, than either of them; and she had, from the first, made out exactly the force of the three strange ships: they were, according to her log, "one large frigate and two sloops." We believe, also, that the "large frigate" was all along supposed by her to be the Constitution. When the Acasta saw the signal made by the commodore, so far to-leeward, for the squadron to tack, how happened it that no signal was made in answer, expressive of the probability that some mistake had been made, in supposing that the two ships which had tacked were worth a moment's consideration, and communicating, that the ship which they were all anxious to get hold of was ahead, and that she, the Acasta, was weathering her? Or, let us suppose that the Acasta had taken no notice of the Leander's signal, but had kept on her course, captain Kerr, if we mistake not, had an honourable wound,† which would have served him for an excuse, as a similar wound, and on a similar occasion, had once served the greatest naval captain of the age.

* Marshall, vol. ii. p. 537, note ‡.

† See vol. i. p. 145.

"Leave off action? Now d——n me if I do! You know, Foley, I have only one eye,—I have a right to be blind sometimes."* 1815. March

On the subject of the "optional flag," in reference to the Acasta, we shall quote from a contemporary: "The Acasta's log informs us, that the enemy's force was discovered to consist of one large frigate and two sloops, so early as 1 P. M., the time when the british squadron first tacked to the eastward. If so, we are sorry that a signal to that effect was not made, by which sir George Collier's mind would have been set at ease as to the capability of the Acasta to cope with the two ships which had put back; and the Leander, having nothing else to engage her attention, would of course have continued in pursuit of the other. It is very natural for junior captains to feel a delicacy in addressing signals to their commanding officer when in presence of an enemy; but, as sir George Collier had formed his opinion of the american's force from the report of captain Kerr and lord George Stuart,† he certainly could not have taken offence had he been informed that the Acasta alone was more than capable of annihilating the two ships which she had tacked after."‡ Extract from Mr. Marshall's work.

One part of this statement we consider quite nugatory. What would have been the utility of the Leander, a ship confessedly "falling to-leeward," continuing in pursuit of the Constitution? No, the only ship, that could have pursued her with any chance of success, had been ordered by the Leander to tack from her. Most sincerely do we regret, on personal, as well as on public grounds, that this last and most triumphant escape of the Constitution, the first frigate of the United States that had humbled the proud flag of Britain, had not, long ago, been brought under the scrutiny of a court-martial. The blame would then have fallen Concluding remarks.

* See vol. iii. p. 104.

† See p. 547.

‡ Marshall, vol. ii. p. 538, note *.

1815. where it ought to have fallen; and, in the unpleasant task of detailing, what, the more it is investigated, the more it will show itself to be, the most blundering piece of business recorded in these six volumes, we should neither have had our statements called in question nor our motives misunderstood.

Hornet hears of the peace and falls in with Penguin.

On the 20th of January, six days after the President and store-brig Macedonian had escaped from New-York, the Peacock, Hornet, and store-brig Tom-Bowline succeeded also in getting to sea. On the 23d the Hornet parted company from her two consorts, and proceeded straight to the island of Tristan-d'Acunha, the first rendezvous for the squadron. On the 20th of March captain Biddle was informed of the peace by a neutral; and on the 23d, at 11 A. M., when just about to anchor off the north end of the above island, the Hornet fell in with the british brig-sloop Penguin, of 16 carronades, 32-pounders and two sixes, captain James Dickinson.

New mode in which Hornet was fitted.

Before narrating the action that ensued, it will, we consider, prove useful to point out a few of the circumstances under which the parties met. The armament of the Hornet has already, on more than one occasion, been shown:* she now carried, in lieu of her two long twelves, two long 18-pounders; and, as these, owing to their great length, could not conveniently be fought through the foremost or usual long-gun ports, they were mounted amidships. She had musketoons in all her tops, each piece throwing 50 buck-shot at a discharge, and upon each quarter a 3 or 4 pound brass swivel, fitted on a chock. All this had been done to bring the Hornet nearer to an "equality" with the Loup-Cervier, in case the challenge, to which we have already alluded, had been accepted. Her crew, consisting at this time of 165 men, (eight absent in a prize,) had also, it may be presumed, been well culled preparatory to the

* See p. 275.

expected contest. Each man had a boarding-helmet, similar to those we described as worn by the crew of the Constitution.* 1815.

The Penguin was commissioned, for the first time, in November, 1813; and, as a proof how much brigs of her class were wanted in the british navy, there were but 81 in commission on the 1st of the succeeding January. After having been run up by the contract-builder in the usual slight and hurried manner, to be ready on the emergency, (there being, as already stated, no more than 81 such vessels in commission,) the Penguin was to be manned with equal recklessness about consequences. In respect to captain and officers generally, the Penguin might compete with any brig of her class; but, as to men, when she did get them all on board, which was not until June, 1814, they were, with the exception, probably, of not being disaffected, a worse crew than even the Epervier's. Her 17 boys, poor little fellows, might do very well six or seven years to come. Her men, her misnamed "british seamen," consisted, except a portion of her petty officers, of very old and very young individuals; the latter, pressed men, the former discharged ineffectives. Among the whole number, thus obtained, 12 only had ever been in action. Commissioning of Penguin.

One might suppose, that a vessel so "manned," especially after a knowledge of the fact, that four of the same description of sloops had been captured, each by an american sloop of the same nominal, whatever may have been her real, force, would have been sent to escort some convoy from the Downs along the english coast; a service in which, as against the pickaroons that usually infested the Channel, the appearance of a force was almost as effective as its reality. Oh, no. The aforesaid emergency required, that the Penguin should be sent to the Cape of Good Hope, to traverse the very track in The brig is sent on a foreign station.

* See p. 476.

1815. which the Java had met, and been captured by, the Constitution. Accordingly, in the month of September, the Penguin sailed for her distant destination. While on the Cape station, she lost several of her men by sickness; and, previously to her being despatched by vice-admiral Charles Tyler, the commander in chief at the Cape, in pursuit of the american privateer ship, Young-Wasp, the Penguin received on board from the Medway 74, as a loan for that special service, 12 marines: thus making her complement 105 men and 17 boys, or 122 in the whole.

Probable behaviour of captain Biddle had Penguin been a ship-sloop.

Had the vessel in sight to-windward been rigged with three masts instead of two, and had she, on her near approach, proved by her signals to be a british cruiser, captain Biddle would have marked her down in his log as a "frigate," and have made off with all the canvass he could spread. Had the ship, nevertheless, overtaken the Hornet, and been, in reality, a trifle superior in force to her, captain Biddle, we have no doubt, would have exhausted his eloquence in lauding the blessings of peace, before he tried the effect of his artillery in a struggle for the honours of war. However, the vessel approaching was evidently a brig; and the utmost extent of a brig-sloop's force was thoroughly known.

Penguin chases Hornet and action commences

When she first descried the Hornet in the north-west by west, the Penguin was steering to the eastward, with the wind fresh from the south-south-west. With all the promptitude that was to be expected from the gallant first lieutenant of the Cerberus in the action off Lissa, captain Dickinson bore up in chase. At 1 h. 45 m. P. M., Tristan d'Acunha bearing south-west distant three or four miles, the Penguin hoisted her colours, a St.-George's ensign, and fired a gun, to induce the stranger to show hers. The Hornet immediately luffed up on the starboard tack, hoisted american colours, and discharged her broadside; and the Penguin, on rounding to upon the same tack, fired hers in return. Thus the action commenced, within about pistol-

shot distance. The Hornet's star and bar shot soon reduced the Penguin's rigging to a state of disorder; and a tolerably well-directed discharge of round and grape, meeting no adequate return, especially as the carronades, owing to their insecure mode of mounting, turned half round almost every time they were discharged, made a sensible impression upon the Penguin's hull. At 2 h. 15 m. P. M., as the Penguin drifted nearer, the Hornet bore away, with the semblance of retiring from the contest, but in reality to take a more favourable position for doing execution with her gunnery. Captain Dickinson, on this, bore up with the intention to board. Before, however, this gallant officer could put his plan into execution, he received a mortal wound. 1815. Death of capt. Dickinson.

Lieutenant James M'Donald, who now succeeded to the command, aware of the brig's disabled state, saw that the only chance of success was to attempt his captain's measure. Accordingly, at 2 h. 25 m., the Penguin ran her bowsprit between the Hornet's main and mizen rigging on the starboard side. The heavy swell lifting the ship ahead, the brig's bowsprit, after carrying away the Hornet's mizen shroud, stern-davits, and spanker-boom, broke in two, and the foremast went at the same moment, falling in-board directly upon the foremost and waist guns on the larboard or engaged side. These guns becoming, in consequence, completely disabled, and the after guns being equally so from the drawing of the breeching-bolts, an attempt was made to bring a fresh broadside to bear; but the Penguin was in too unmanageable a state to be got round. In this dilemma no alternative remained; and at 2 h. 35 m. P. M. lieutenant M'Donald hailed to say, that the Penguin surrendered. After a lapse of 25 minutes, an officer from the Hornet came on board to take possession. Penguin tries to board but loses her foremast. Surrenders.

Out of a crew, as already stated, of 105 men and 17 boys, the Penguin lost her commander, boatswain, and four seamen and marines killed, four Loss on board of her.

1815. others mortally wounded, and her second lieutenant, (John Elwin, very severely,) one master's mate, (John Holmes Boud,) one midshipman, (John Noyes, each of whom lost a leg,) purser's clerk, and 24 seamen and marines wounded, for the most part slightly. Even the Hornet was beginning to fall off in her gunnery. Most of the Penguin's men were wounded by musketry; and the bowsprit, and the foremast along with it, fell chiefly owing to the two vessels getting foul in the manner they did, while so heavy a sea was running.

Damage and loss on board Hornet

The Hornet received a few shot in the hull; one of which was so low down as to keep her men constantly at the pumps. Out of a crew of 163 men and two boys, the Hornet lost, by the acknowledgment of her officers, only two seamen killed and 11 wounded; but, according to the observation of the british officers, her loss was much greater. Just as Mr. Edward B. Kirk, one of the Penguin's midshipmen, and the very first prisoner that reached the Hornet, was stepping upon her deck, the crew were in the act of throwing a man overboard; but a struggle or convulsive twitch in the body occasioned his being hauled in again. The poor man's lower jaw had been nearly all shot away; yet he lived, and was walking about the deck in the course of a few days. This shows the hurry in which the american officers were, to get their killed out of the way before the arrival of the prisoners; and the time necessary to remove every appearance of blood and carnage contributed to the delay in sending for them. Even when the British did come on board, buckets of water were dashing about and brooms at work on all parts of the deck. The Penguin's second lieutenant counted 16 of the Hornet's men lying in their cots; and several of her men told some of their former shipmates, whom they discovered among the Penguin's crew, that the Hornet had 10 men killed by the first and second broadsides.

We cannot, with any consistency, offer the trifling

disparity of force in this action, as an excuse for the Penguin's capture. The chief cause is to be sought in that which cannot be made apparent in figures; the immense disparity between the two vessels in the fitting of their guns, and in the effectiveness of their crews. A ship's gun, cast adrift, not only becomes utterly useless as a weapon of offence or defence, but, in the very act of breaking loose, maims and disables the men stationed at it; and, if the sea is rough, as captain Biddle says it was in the present instance, continues to cause destruction among the crew, generally, until again lashed to the ship's side. How much is the evil increased, if, as in the Penguin's case, instead of one gun, several guns break loose. In the midst of all this delay and self-destruction, the enemy, uninterrupted in his operations, and animated by the feeble resistance he meets, quickens his fire; and, conquering at last, fails not to ascribe, solely to his skill and valour, that victory, which accident had partly gained for him. 1815. Remarks on this action.

We are inclined to think that the prize was not so "riddled in her hull," as to render her destruction on the morning of the 25th a matter of necessity. The fact is, that, just after the action had ended, the Peacock and Tom-Bowline hove in sight; and captains Warrington and Biddle, having heard of the peace, were anxious to get to the East Indies as quickly as possible, in order to have their share of the few prizes yet to be taken. Penguin destroyed

The communicativeness of one of the american officers having conveyed to the ears of lieutenant M'Donald the statement in captain Biddle's official letter, that the Hornet had suffered so slightly in the action, lieutenant M'Donald took an opportunity of mentioning the circumstance to the american captain; when, having drowned his native cunning in wine, (some of poor captain Dickinson's probably,) captain Biddle admitted the fact, but attempted to gloss it over by stating, that it was necessary to say so and so, and so and so, in order to An important secret disclosed.

1815. June. to make the thing be properly received in the United States. Here was an acknowledgment! How unnecessary, then, have been all our previous labours in detecting and exposing the misrepresentations contained in the american official accounts. Of course, we are saved all further trouble in showing, how completely captain Biddle has mistated every important fact connected with the capture of the Penguin.

Peacock and Hornet being chased by Cornwallis, separate and escape.

On the 28th of April, at daylight, in latitude 39° south, longitude 34° west, the Peacock and Hornet bore down upon, in order to capture as an indiaman, the british 74-gun ship Cornwallis, captain John Bayley, bearing the flag of rear-admiral sir George Burlton, K. C. B. The mistake was soon discovered, and a chase commenced, during which the Peacock separated to the eastward. In the afternoon the Cornwallis, when gaining fast upon the Hornet, had to heave to and lower a boat for a marine that had dropped overboard. This delay, aided by the unskilful firing of the Cornwallis on the following day, saved the Hornet; but the chase continued until 9 A. M. on the 30th, when the 74, finding further pursuit useless, shortened sail and hauled to the wind. The closeness of the chase, however, had effected enough to render the Hornet, as a cruiser, utterly useless. She hove overboard her guns, muskets, cutlasses, forge, bell, anchors, cables, shot, boats, spare spars, and a considerable portion of her ballast, and was of course obliged to steer straight for the United States.

Peacock falls in with Nautilus.

The Peacock, after she had been compelled to part from her consort, pursued her way to the East Indies; and, on the 30th of June, being off Anjier in the Straits of Sunda, fell in with the honourable company's brig-cruiser Nautilus, of 10 carronades, 18-pounders, and four long nines, commanded by lieutenant Charles Boyce. On the Peacock's approach within hail, the lieutenant inquired if her captain knew that peace had been declared. Let

us suppose, for a moment, that, just as the american commander was listening to the hail from the Nautilus, the latter became suddenly transformed into the british 22-gun ship Volage, captain Joseph Drury, a sister-vessel to the Cyane, and at that time cruising in the East Indies. Captain Warrington would then have promptly hailed in turn, with the best speaking-trumpet in the ship; thanked captain Drury for his politeness, and been the first to urge the folly, not to say wickedness, of wounding and killing each other, while any doubt existed about peace having been signed. But it was a vessel he could almost hoist on board the Peacock. He therefore called out: "Haul down your colours instantly." This "reasonable demand" lieutenant Boyce very properly considered as an imperious and insulting mandate, and, fully alive to the dignity of the british flag, and to the honour of the service to which he was acknowledged to be an ornament, prepared to cope with a ship, whose immense superiority, as she overshadowed his little bark, gave him nothing to expect short of a speedy annihilation. 1815. June. Desires her to strike.

It will scarcely be credited that, about a quarter of an hour before this, Mr. Bartlett, the master of the Nautilus, and cornet White, one of her passengers, in one boat, and Mr. Macgregor, the master-attendant at Anjier, in another, had gone on board the Peacock, in a friendly way, to communicate the news of peace. Scarcely had Mr. Bartlett stepped upon the american ship's deck than, without being allowed to ask a question, he was hurried below. Happily, Mr. Macgregor met with rather better success. The instant he arrived on board, he communicated to the Peacock's first lieutenant, the most authentic information of peace having been concluded between Great Britain and America, grounded on no less authority than Mr. Madison's proclamation; which Mr. Macgregor had himself received from an american ship, passing the Straits on her way to China. What effect had this communication? Capt. Warrington is informed again of the peace.

1815. Captain Warrington, whom the single word "Peace!" ought to have made pause, before he proceeded to spill the blood of his fellow-creatures, ordered Mr. Macgregor to be taken below.

The fact established, altho' not admitted by him.

Captain Warrington does not admit that Mr. Macgregor mentioned that peace existed; although the latter gentleman has sworn that he did, both to captain Warrington's first lieutenant and to his purser. As to the imputed silence of messieurs Ba[illegible]r and White, would two officers, who had voluntarily entered on board the ship of a nation, with whom they knew a peace had just been concluded, have acted in so senseless a manner as to suffer themselves to be made prisoners, without some such words as, "Peace is signed," bursting from their lips? Even the ceremony of gagging, however quickly performed, could not have stopped an exclamation, which their personal liberty, and every thing that was dear to them as men, would prompt them to utter. The same motives would have operated upon the two boats' crews; and there cannot be a doubt, that they all gave some sort of intimation, that peace had been signed. But captain Warrington, as the Peacock's purser could not help saying, wanted to have a little brush with the british brig. He saw what a diminutive vessel she was, and, accordingly, ordered his men to fire into her. They did so; and the Nautilus was soon compelled to haul down her colours. But this the brig did not do until her gallant commander was most dangerously wounded, one seaman, two european invalids, and three lascars killed, her first lieutenant, (mortally,) two seamen, and five lascars wounded. The wound of lieutenant Boyce was of a most serious description. A grape-shot, that measured two inches and one-third in diameter, entered at the outside of his hip, and passed out close under the backbone. This severe wound did not, however, disable him. In a few minutes a 32-pound shot struck obliquely on his right knee, shattering the joint, splintering the leg-

He attacks Nautilus, and compels her to surrender.

Her heavy loss on the occasion.

bone downwards and the thighbone a great way upwards. This, as may be supposed, laid the young officer prostrate on the deck. The dismounting of a bow gun, and four or five men wounded, appears to have been the extent of the injury sustained by the Peacock. 1815.

Fearful that these facts would come to light, captain Warrington had additional reasons for endeavouring to lessen the enormity of his offence, by stating, in his official letter, that "lascars" were the only sufferers. Poor wretches! and were they to be butchered with impunity, because their complexion and the american captain's were of different hues? Whose heart was the blackest, the transaction in which they lost their lives has already shown to the world. Had the Volage, as we said before, been the vessel that had hove in sight, every man in the Peacock, in less than three minutes after the master-attendant at Anjier and the other british officers had come on board, would have been informed of the peace. Captain Warrington would have approached the stranger, if he approached at all, without opening his ports or displaying his helmets. In short, he that hectored so much in one case, would have cringed as much in the other; and the commander of the United States' sloop Peacock would have run no risk of being by his government "blamed for ceasing," or rather, for not commencing, "hostilities, without more authentic evidence that peace had been concluded." Remarks on captain Warrington's conduct.

The first lieutenant of the Nautilus, Mr. Mayston, languished until the 3d of December, a period of five months, when a mortification of his wound carried him off. About a fortnight after the action, lieutenant Boyce suffered amputation very near his hip, on account of the length and complication of the fracture. The pain and danger of the operation was augmented by the proximity of the grape-shot wound. His life was subsequently despaired of; but, after a long course of hopes and fears to his Lieut. Boyce suffers amputation of his thigh.

1815. numerous friends, this brave and amiable young man (or what captain Warrington had left him) survived.

Capt. Warrington's shameful behaviour towards him in his dreadfully wounded state.

Of course, the american captain, who had himself escaped unhurt, the moment he was informed of the casualties on board his prize, either visited, or sent a condoling message to, her dreadfully mangled commander? Reader, he did neither. Captain Warrington, in the words of the poor sufferer, in his memorial to the court of directors, "proved himself totally destitute of fellow-feeling and commiseration: for, during the time he retained possession of the Nautilus," which was until 2 P. M. on the 1st of July, "he was not once moved to make a commonplace inquiry after the memorialist, in his then deplorable condition." No wonder, that, throughout civilized India, the perpetrator of this atrocious act is looked upon as a barbarian: let but the requisite publicity be given to the case of the Nautilus and Peacock, and the name of Warrington will be held in equal detestation throughout the civilized world.

STATE OF THE BRITISH NAVY.

THE totals, in the two "ordinary" columns of the present abstract, decisively show the peaceable state of the navy at the beginning of the year 1816;* and the totals, generally, differ but slightly from those of the abstract for the year in which the war had commenced.† The number of commissioned officers and masters, belonging to the british navy at the beginning of the present year, was, 1816. Officers of the british navy.

Admirals	67
Vice-admirals	68
Rear-admirals	75
" superannuated	32
Post-captains	851
" "	36
Commanders or sloop captains	812
" superannuated	80
Lieutenants	4064
Masters	693

And the number of seamen and marines, voted for the service of the same year, was 33000.‡

Having brought to a close the wars of civilized nations, we have now to record the particulars of a short but decisive war carried on against barbarians. Partly to settle some differences with the regencies of Algiers, Tunis, and Tripoli, and partly, no doubt, to astonish Europe with the extent of their naval force, the United States, the moment peace with England permitted them, sent forth, in separate divisions, as fast as the ships could be got ready, nearly the whole of their Atlantic or sea navy. On American expedition to Algiers

* See Appendix, Annual Abstract No. 24.

† For the lists of casualties usually introduced in this place, see Appendix Nos. 14, 15, 16, and 17.

‡ See Appendix, No. 18.

1816. the 17th of June, off Cape de Gatte, the first division, consisting of three frigates and three smaller vessels, under commodore Decatur, in the new 38-pounder 44-gun frigate Guerrière, after a running fight, by one account, of 25 minutes, and by another account, of nearly two hours, captured the algerine 18-pounder 40-gun frigate Mezoura. Mr. Madison in his speech to congress delivered on the 5th of December, when referring to this "demonstration of american skill and prowess," says, "The high character of the american commander was brilliantly sustained on the occasion." With examples of this sort from the head of the government, no wonder that the people of the United States are such unconscionable braggarts.

American treaty with Algiers, &c.

The american squadron also drove on shore near St.-Xavier a small frigate or corvette. On the 30th commodore Decatur concluded a treaty with the dey of Algiers; by which all prisoners made on either side were to be restored, and all property given up, and no more tribute was to be demanded from the United States. The algerine prisoners on board the squadron of commodore Decatur amounted to 500, and the natives of the United States in the hands of the dey did not exceed 10: consequently his highness did not, in that respect, make a bad bargain. The american commodore afterwards sailed for Tunis and Tripoli, and obtained from those regencies payment of the few thousand dollars in dispute between the latter and some american citizens. In the case of Tripoli, 10 danish and neapolitan captives were given up by the bey, in lieu of a portion of the stipulated sum. In his letter to the american secretary of state, commodore Decatur had the modesty to say, that the treaty he had concluded "placed the United States on higher ground than any other nation."* One of the officers of his squadron concludes a letter to a friend with the

* Naval Monument, p. 299.

following piece of pleasantry: "You have no idea 1816. July.
of the respect which the american character has gained by our late wars. The Spaniards, especially, think we are devils incarnate: as we beat the English who beat the French, who beat them, whom nobody ever beat before; and the Algerines, whom the devil himself could not beat."*

On the 23d of May, at Bona, near Algiers, the crews of between 300 and 400 small vessels engaged in the coral-fishery, while on their way to celebrate mass, (it being Ascension day,) were barbarously massacred by a band of 2000 turkish, levantine, and moorish troops. These atrocities committed on defenceless Christians having at length roused the vengeance of Britain, an expedition, of a suitable magnitude, was prepared to act against the forts and shipping of Algiers, and the command was intrusted to a most able officer, admiral lord Exmouth; who had already, a short time before, compelled the dey of Tunis to sign a treaty for the abolition of christian slavery, and to restore 1792 slaves to freedom. British expedition to Algiers

On the 28th of July, at noon, a fleet, consisting of the following 19 men of war, also a naval transport, a sloop with ordnance stores, and a despatch-vessel, weighed from Plymouth Sound with a fine northerly wind:

gun-ship			
100	Queen-Charlotte	adm. (b.) lord Exmouth, G. C. B.	
		captain James Brisbane, C. B.	
98	Impregnable	rear-adm. (b.) David Milne.	
		captain Edward Brace, C. B.	
74	Superb	,,	Charles Ekins.
	Minden	,,	William Paterson.
	Albion	,,	John Coode.
50	Leander	,,	Edward Chetham, C. B.
gun-frig.			
40	Severn	,,	hon. Fred. Wm. Aylmer.
	Glasgow	,,	hon. Anthony Maitland.
36	Granicus	,,	William Furlong Wise.
	Hebrus	,,	Edmund Palmer, C. B.

* Naval Monument, p. 295.

1816. gun-b.-sl.
Aug. 18 { Heron ..... captain George Bentham.
Mutine, ... " James Mould.
16 { Britomart, ... " Robert Riddell.
Cordelia ..... " William Sargent.
Jasper ..... " Thomas Carew.
Bb. { Belzebub ..... " William Kempthorne.
Fury ..... " Constantine R. Moorsom.
Hecla ..... " William Popham.
Infernal ..... " hon. Geo. Jas. Perceval.

Fleet sails from Falmouth and arrives at Gibraltar.

At 5 P. M., when the fleet was off Falmouth, captain Paterson was ordered to hasten on to Gibraltar, to have every thing in readiness against the arrival of the expedition. On the 9th of August, at 2 P. M., lord Exmouth anchored with his fleet in Gibraltar bay, and found lying there, along with the Minden, which had arrived only on the preceding night at 11, the following dutch squadron:

gun-frig.
Melampus .... { vice-adm. baron T. Van De Cappellen.
captain Antony-Willem De-Man.
40 { Frederica ..... " Jakob-Adrian Van-der-Straaten.
Diana ..... " Petrus Zievogel.
Amstel ..... " Willem-Augustus Vanderhart.
30 Dageraad ..... " Johannes-Martinus Pekkers.
gun-corv.
18 Eendragt ..... " Johan.-Fred.-Chr. Wardenburg.

Dutch admiral joins the expedition.

Immediately on being apprized of the object of the expedition, vice-admiral Van de Cappellen solicited and obtained leave to cooperate in the attack with his frigate-squadron. No time was lost by lord Exmouth in sending on shore all articles of useless lumber and in getting on board fresh supplies of provisions and ordnance stores, it being the admiral's intention to sail on the 12th. On the 11th, however, a strong levanter set in; and, continuing over the 12th, kept the fleet from moving.

Lord Exmouth's plan of attack. Use of gunpowder.

Owing to the highly commendable regulations put in force by lord Exmouth, an unusual proportion of powder and shot had been expended by the fleet since its departure from England. Every Tuesday and Friday the signal was made for the fleet to prepare for action; when each ship, according to

directions previously given, fired six broadsides. Besides this general exercise, the first and second captains of the Queen-Charlotte's guns were daily trained at a target made of laths, three feet square; in the centre of which was suspended a piece of wood of the shape and size of a bottle, with yarns crossed at right angles, so that a 12-pound shot could not pass through the interstices without cutting a yarn. This target was hung at the foretopmast studdingsail-boom, which was rigged out for the purpose; and it was fired at from abreast of the admiral's skylight on the quarterdeck. By the time the fleet reached Gibraltar, the target was never missed, and the average number of bottles hit daily was 10 out of 14. The confidence this gave to the ship's company was unbounded; and, of their expertness against stone walls and living targets, we shall soon have to display the terrible effects. 1816. Aug.

On the 13th the 18-gun brig-sloop Satellite, captain James Murray, arrived from Algiers; and on this day every captain in the fleet received a plan of the fortifications of the place, with full instructions as to the intended position of his ship. On the 14th, early in the forenoon, the wind having shifted to the southward, the dutch squadron, and the whole british fleet, except the Jasper sent to England with despatches, and the Saracen left behind, consisting altogether of 23 ships and brigs, five gun-boats, and an ordnance sloop, fitted as an explosion-vessel under the personal direction of lieutenant Richard Howell Fleming, of the Queen-Charlotte, (who was to have the command of her,) and major Gossett of the corps of miners, weighed and stood into the Mediterranean. On the 16th, early in the afternoon, just as the fleet had got within 200 miles of Algiers, the wind shifted to the eastward; and in the evening the ship-sloop Prometheus, captain William Bateman Dashwood, joined company direct from the port, having on board the wife, daughter, and infant-child of the british consul, Mr. M'Donell. The two Fleet sails from Gibraltar.

1816. Aug. former, disguised in midshipmen's clothes, had with great difficultly been brought off; but, owing to the treachery of Mrs. M'Donell's jew-nurse,* the infant, while on its way to the boat concealed in a basket, was detained by order of the dey: as were also the surgeon of the Prometheus, three midshipmen, and the remainder of the crews of two boats, consisting in all of 18 persons. "The child," says lord Exmouth, "was sent off next morning by the dey; and, as a solitary instance of his humanity, it ought to be recorded by me." The consul himself was put in irons and confined in a small room on the ground-floor of his house; nor could the most urgent remonstrances on the part of captain Dashwood induce the dey to release his prisoners.

Defensive preparations of the Algerines.

Captain Dashwood confirmed all that the admiral had previously learnt about the preparations making by the Algerines to resist his attack; of which they had received intelligence, chiefly, as was suspected, from the french 40-gun frigate Ciotat, then at anchor in the bay. It appeared, also, that about 40000 men had been marched down from the interior, and all the janisaries called in from the distant garrisons. The ships, consisting of four frigates, mounting 44 guns each, five large corvettes, mounting from 24 to 30 guns, and between 30 and 40 gun and mortar boats, were all in port. The fortifications of Algiers, for so small a place, were of considerable strength.

Strength of their batteries.

Upon the various batteries on the north side of the city, including a battery over the north gate, were mounted about 80 pieces of cannon and six or eight enormous mortars; but the shoalness of the water would scarcely admit a heavy ship to approach within reach of them. Between the north wall of the city and the commencement of the pier which is about

* Upon the authority of Mr. Abraham Salamé in his very interesting "Narrative of the Expedition to Algiers," p. 15, note; but, according to lord Exmouth, owing to the infant crying in the gateway, although the surgeon had administered something to compose it.

250 yards in length, and connects the town with the lighthouse, were about 20 more guns, the greater part of them similarly circumstanced. At the north projection of the mole stood a semicircular battery, of two tiers of guns, about 44 in all; and to the southward of that, and nearly in a line with the pier, was the round or lighthouse battery, of three tiers of guns, 48 in all. Then came a long battery, also of three tiers, called the eastern battery, mounting 66 guns. This was flanked by four other batteries, of two tiers each, mounting altogether 60 guns; and on the south head of the mole were two large guns, represented to be 68-pounders and nearly 20 feet long. So that the different batteries on the mole mounted at least 220 guns; consisting, except in the case just mentioned, of 32, 24, and 18 pounders. South-west of the small pier that projects from the city to form the entrance of the mole, or harbour, and bearing, at the distance of about 300 yards, due west from the south mole-head, was the fish-market battery, of 15 guns, in three tiers. Between that and the southern extremity of the city, were two batteries of four or five guns each. Beyond the city, in this direction, was a castle and two or three other batteries, mounting between them 60 or 70 guns. Besides all the batteries we have enumerated, and which constituted the sea-defences of the port, there were various others at the back of the city, and on the heights in its environs: indeed, the whole of the guns mounted for the defence of the city of Algiers, on its sea and land frontiers, are represented to have exceeded 1000. 1816. Aug.

Fleet arrives off Algiers and lord Exmouth sends a demand to the dey.

Having to beat against a head wind until towards midnight on the 24th, when it shifted to south-west, the fleet did not make Cape Cazzina, a high promontory about 55 miles to the westward of Algiers, of the bay of which it forms the northern point, until noon on the 26th; nor gain a sight of the city until daybreak on the 27th. The ships at this time lying nearly becalmed, lord Exmouth took the opportunity

1816. Aug. of despatching lieutenant Samuel Burgess, in one of the Queen-Charlotte's boats, towed by the Severn, to demand of the dey certain conditions, of which the following is the substance. The abolition of christian slavery; the delivery of all christian slaves in the kingdom of Algiers; the repayment of all the money that had recently been exacted for the redemption of neapolitan and sardinian slaves; peace with the king of the Netherlands; and the immediate liberation of the british consul and the two boats' crews of the Prometheus. At 9 A. M., the calm retarding the progress of the frigate, the boat, by signal from the Queen-Charlotte, pulled for the shore, carrying a flag of truce. At 11 A. M., on arriving opposite to the mole, the boat was met by one from the shore, in which was the captain of the port. The demand was presented, and an answer promised in two hours. Meanwhile, a breeze having sprung up from the sea, the fleet stood into the bay, and lay to about a mile from the city.

Ships take their stations before the batteries and action commences

At 2 P. M., no answer returning, lieutenant Burgess hoisted the signal to that effect, and pulled out towards the Severn. The Queen-Charlotte immediately asked, by signal, if all the ships were ready. Almost at the same moment every ship had the affirmative flag at her mast-head, and the fleet bore up to the attack in the prescribed order. At 2 h. 35 m. P. M, the Queen-Charlotte anchored with springs about 50 yards from the mole-head. Just as the british three-decker was in the act of lashing herself to the mainmast of an algerine brig fast to the shore at the mouth of the mole or harbour, and towards which lord Exmouth had directed his ship to be steered as the guide for her position, a shot was fired at the Queen-Charlotte; and almost at the same instant two other shot were fired from the opposite end of the mole at the Impregnable and ships near her, as they were advancing to their stations. Scarcely had these three guns been discharged, when lord Exmouth, with characteristic

humanity, waved his hand to a crowd of 200 or 300 soldiers and artillerymen, standing on the parapet of the mole, surveying the immense floating body so near to them. As the greater part of these were in the act of leaping through the embrasures into the lower battery, the Queen-Charlotte opened her starboard broadside. Thus the action commenced, each british ship taking a part in it the instant she could bring her guns to bear. 1816. Aug.

Next ahead of the Queen-Charlotte, or rather upon her larboard bow, lay the Leander, with her after guns on the starboard side bearing into the mouth of the mole and her foremost ones upon the fish-market battery. Ahead of the Leander lay the Severn, with the whole of her starboard guns bearing on the fish-market battery. Close to the Severn was the Glasgow, with her larboard guns bearing on the town batteries. In the rear of the Queen-Charlotte, inclining towards her starboard quarter, at the distance of about 250 yards, and within a very few of her allotted station, was the Superb, with her starboard broadside bearing upon the 60-gun battery, next to that on the mole-head. Close astern of the Superb, in a north-easterly direction, the Impregnable and Albion were to have taken their stations in line ahead; but, not being sufficiently advanced when the firing commenced, the Impregnable was obliged to bring to considerably outside, not only of her proper station, but of the line of bearing (about south-east from the south angle of the eastern battery) within which the attacking force had been ordered to assemble. The Impregnable thus lay exposed, at the distance of about 400 yards, as well to the lighthouse battery of three tiers, towards which she soon sprang her starboard broadside, as to the eastern battery of two tiers. Observing what an open space there was between the Impregnable and her second ahead, the Superb, the Minden stood on and took up a position about her own length astern of the latter. Stations of the different british ships in the inner line.

1814. Aug. The Albion, following, brought up, at first, close ahead of the Impregnable; but, finding herself too near to the three-decker, she filled, and at about 3 P. M. came to again, within her own length of the Minden. The latter, quickly passing her stream-cable out of the larboard gun-room port to the Albion's bow, hove the two ships close together. In this way the eight heaviest ships of the fleet took their stations; the Queen-Charlotte, Superb, Minden, Albion, and Impregnable, from the mole-head in a north-easterly direction, and the Leander, Severn, and Glasgow, from the fish-market battery in a curved direction to the south-west.

Stations of the dutch frigates

The station assigned to the dutch squadron was against the batteries to the southward of the city, and it appears to have been the intention of the dutch admiral to place the Melampus in the centre of his five frigates; but the Diana's captain, not understanding exactly the orders given to him, did not go far enough to the northward. Seeing this, the baron gallantly pushed the Melampus past the Diana, and at about 3 P. M. anchored his frigate with her jib-boom over the taffrail of the Glasgow. The Diana and Dageraad anchored successively astern of their admiral. The two remaining dutch frigates anchored further out; and the corvette Eendragt, as she had been directed, kept under way.

Of the Granicus, Hebrus, &c.

The Granicus and Hebrus frigates and the smaller vessels (except the bombs) being considered in the light of a corps de reserve, had not had any particular stations assigned to them, but were to bring up abreast of any openings they could find in the line of battle. Impelled onward by the ardent desire of filling the first of these openings, the Hebrus got becalmed by the heavy cannonade, and was obliged to anchor a little without the line, on the Queen-Charlotte's larboard quarter. The Granicus, finding herself shooting fast ahead, hove to, with the intention of waiting until her companions had taken their stations. As, owing to the dense smoke which pre-

vailed, nothing beyond the distance of a cable's length could be seen, except the Queen-Charlotte's masthead flag, captain Wise allowed 10 minutes to elapse for the ships to anchor. The Granicus then filled, let fall her foresail, set topgallantsails, and, soon gaining fresh way, steered straight for a beacon that, phœnix-like, seemed to live in the hottest of the fire. With a display of intrepidity and of seamanship alike unsurpassed, captain Wise anchored his frigate in a space scarcely exceeding her own length between the Queen-Charlotte and Superb; a station of which a three-decked line of battle ship might justly have been proud. 1816. Aug.

The different sloops attached to the squadron also took their posts; the Heron, Britomart, Prometheus, and Cordelia remaining under way, and the Mutine anchoring on the larboard bow of the Impregnable. The four bomb-vessels were soon in their stations, at the distance of about 2000 yards from the enemy's works, and began their destructive discharges; as did also the battering flotilla, commanded by captain Frederick Thomas Michell, consisting of gun-boats, mortar-boats, launches with carronades, rocket-boats, barges, and yawls, in number 55. Of the bombs, and battering flotilla.

Such was the precision and destructive effect of the Queen-Charlotte's fire, that her third broadside levelled the south end of the mole to its foundation; she then sprang her broadside, until it bore upon the batteries over the town-gate leading into the mole. Here gun after gun came tumbling over the battlements; and, when the last gun fell, which was just as the artillerymen were in the act of discharging it, one of the algerine chiefs leaped upon the ruined parapet, and shook his drawn scymitar at the ship, whose fatally pointed cannon had so quickly demolished that which, by its brave defenders at least, had been considered impregnable. Destructive effect of Queen-Charlotte's fire.

The excellent position of, and the animated fire kept up by, the Leander very soon cut to pieces the

1816. algerine gun-boats and row-gallies; whereby their intention of boarding the nearest british ships was entirely frustrated. Towards 4 P. M. the Leander, by orders from the admiral, ceased firing, to allow the algerine frigate moored across the mole, at the distance of about 100 yards from the Queen-Charlotte, to be set on fire. Accordingly, the flag-ship's barge, under the command of lieutenant Peter Richards, assisted by major Gossett, of the corps of miners, lieutenant of marines Ambrose A. R. Wolrige, and midshipman Henry M'Clintock, proceeded to execute that service. A gallant young midshipman, Aaron Stark Symes, in rocket-boat No. 8, "although," as lord Exmouth says, "forbidden, was led by his ardent spirit, to follow in support of the barge." His boat, being flat-bottomed, could not keep pace with the barge, and became exposed, in consequence, to a cannonade that wounded himself, and killed his brother-officer and nine of the boat's crew. In about 10 minutes, lieutenant Richards in the barge succeeded in boarding and setting fire to the algerine frigate, and returned from the enterprise with the loss of only two men killed. The blaze was in a manner electrical; and lord Exmouth testified his approbation, by telegraphing to the fleet, "Infallible."

The outer algerine frigate set on fire.

At 4 h. 15 m. P. M., the algerine frigate in flames drifting out towards the Queen-Charlotte, the latter shifted her birth to let the vessel pass. At 4 h. 21 m. rear-admiral Milne sent a message to the commander in chief, communicating, that the Impregnable had sustained a loss of 150 in killed and wounded, (including a third of the number by the bursting of a shell from the enemy's works,) and requesting that a frigate might be sent to divert some of the fire from the ship. The Glasgow was immediately ordered upon that service; but, the wind having fallen in consequence of the heavy firing, she was unable to do more than take up, after the lapse of nearly three quarters of an hour, a somewhat better

Disabled state of Impregnable.

position for annoyance than her former one. Here, a short distance ahead of the Severn, with her stern now towards that ship, the Glasgow became exposed to a severe raking fire from the fish-market and contiguous batteries; which dismounted two of her quarterdeck carronades, and in a few minutes did her more serious injury than all she had previously suffered. At 7 P. M. the Leander, being greatly cut up by the fish-market battery and others on her starboard bow, ran out a hawser to the Severn and brought her broadside to bear upon them. About this time, by the incessant and well-directed fire of the mortar, gun, and rocket boats, all the ships and vessels within the harbour were burning. The flames subsequently communicated to the arsenal and storehouses on the mole; and the city also, in several parts, was set on fire by the shells from the bomb-vessels. 1816, Aug. All the ships in the mole in flames, also part of city.

The ordnance-sloop, which, fitted as an explosion-vessel, had accompanied the expedition from Gibraltar, for the purpose of being sent against the ships in the mole, was now, as they were all destroyed, placed under the directions of rear-admiral Milne. Lieutenant Fleming, who during the action had been commanding with great credit a battering-boat stationed close under the stern of the Queen-Charlotte, proceeded, in company with major Reed of the engineers, to take command of the explosion-vessel, and to place her where an officer, sent by rear-admiral Milne, should point out. This officer was captain Herbert Bruce Powell, a volunteer serving on board the Impregnable. In a short time the sloop was run on shore, close under the semicircular battery to the northward of the lighthouse. There, at a few minutes past 9 P. M., the vessel exploded; and, having been charged with 143 barrels of powder, must have operated very successfully as a diversion in favour of the Impregnable. Bursting of the explosion vessel.

The whole of the ships kept up a tremendous fire

1816. upon the town and forts until about 10 P. M.; when, the upper tiers of the batteries on the mole, being in a state of dilapidation, the fire from the lower tiers nearly silenced, and the ammunition of the attacking ships reduced to a very small quantity, the Queen-Charlotte cut her cables and springs, and stood out before a light air of wind, which, fortunately for the British, had just sprung up from the land. The remaining british ships, by the orders of the admiral, began cutting also; but, owing to their disabled state, they made very slow progress, and the Leander, Superb, and Impregnable suffered much, in consequence, from the raking fire of a fort at the upper angle of the city. Before 2 A. M. on the 28th every british and dutch ship had come to out of reach of shot or shells, the algerine fleet and store-houses illuminating by their blaze the whole bay, and greatly assisting the former in picking an anchorage. As if to add to the awful grandeur of the scene, the elements began their war as soon as the ships and batteries had ended theirs. For nearly three hours the lightning and thunder were incessant, and the rain poured down in torrents. We are sensible that a diagram would have been particularly useful in this action, and had hoped to have been able to give one; but, on consulting the logs, we found the positions of very few of the ships laid down with the requisite accuracy. Nor could we rely upon any of the few plans that have been published, having discovered mistakes in every one of them.

British ships cease firing and stand out.

Loss on board the british fleet.

Now for the account of casualties sustained on the part of the assailants. The Queen-Charlotte had seven seamen and one marine killed, three lieutenants (George Morison King, John Sampson Iago, and Frederick John Johnston, latter mortally,) one secretary to the admiral, (Joshua Grimes,) one captain of marine-artillery, (Charles Frederick Burton,) one lieutenant of marines, (Patrick Robertson,) her boatswain, (William Maxwell,) five midshipmen,

(George Markham, Henry Campbell, Edward Hibbert, Edward Stanley, and Robert Hood Baker,) one secretary's clerk, (Samuel Colston,) 82 seamen, 24 marines, two marine-artillery, five sappers and miners, and four boys wounded; Impregnable, one midshipman, (John Hawkins,) 37 seamen, 10 marines, and two boys killed, one master's mate, (George Nepean Wesley,) one midshipman, (Henry Quinn,) 111 seamen, 21 marines, nine sappers and miners, and 17 boys* wounded; Superb, one master's mate, (Thomas Howard,) one midshipman, (Robert C. Bowen,) three seamen, two marines, and one rocket-troop killed, her captain, (slightly,) three lieutenants, (Philip Thicknesse Horn, John M'Dougall, and George W. Gunning,) two midshipmen, (William Sweeting and John Hood Wolseley,) 62 seamen, 14 marines, and two marine-artillery wounded; Minden, five seamen and two marines killed, one master's mate, (Charles Calmady Dent,) one midshipman, (Charles G. Grubb,) 26 seamen, and nine marines wounded; Albion, one assistant-surveyor, (Thomas Meads,) one midshipman, (John Jardine,) and one seaman killed, her captain, (severely,) one midshipman, (John Harvey, mortally,) 10 seamen, and three marines wounded; Leander, one captain of marines, (James Willson,) one lieutenant of marines, (George Baxter,) three midshipmen, (—— Lowdon, Richard Calthrop, and P. G. Hanwall,) 11 seamen, and one marine killed, two lieutenants, (Henry Walker and John Stewart Dixon,) five midshipmen, (Edward Aitchison, William Cole, Dawson Mayne, Henry Sturt, and George Dixon,) one clerk, (William W. Pickett,) 69 seamen, 25 marines, four boys, and 12 1816. Aug.

* An extraordinary number to suffer on board one ship. It is perhaps full as extraordinary that, out of a total of 210 persons killed and wounded, three only should be officers: this is partly accounted for by the havoc which the bursting of the shell caused among the sailors on the main or third deck; but the small proportion of officers, with even those 50 men deducted, is surprising.

1816. supernumeraries wounded; Severn, two seamen and one marine killed, five midshipmen, (James Foster, arm amputated, Charles Caley, William Ferror, Daniel M'Neale Beatty, and William A. Carter,) 25 seamen, three marines, and one boy wounded; the Glasgow, nine seamen and one marine killed, one lieutenant, (Edmund Williams Gilbert,) her master, (Robert Fulton,) one lieutenant of marines, (Althelston Stephens, five midshipmen, (John Duffell, George W. Harvey, Wynne Baird, George Henry Heathcote, and —— Keay,) 25 seamen, three marines, and one boy wounded; Granicus, two lieutenants of marines, (William M. Morgan and William Renfrey,) one midshipman, (Robert Pratt,) nine seamen, one marine, one marine-artillery, and two boys killed, one lieutenant, (Henry Augustus Perkins,) four midshipmen, (Lewis Dunbar Mitchell, Lewis Tobias Jones, George R. Glennie, and Dacres Furlong Wise,) 31 seamen, three marines, two rocket-troop, and one boy wounded; Hebrus, one midshipman (George H. A. Pococke) and three seamen killed, one midshipman, (Aaron Sykes Symes,) 10 seamen, one marine, two rocket-troop, and one boy wounded; Infernal, one lieutenant of marine-artillery (John James P. Bissett) and one seaman killed, one lieutenant, (John Foreman,) her boatswain, (George Valentine,) clerk, (Matthew Hopkins,) three midshipmen, (James Barber, James M. Cross, and John H. Andrews,) eight seamen, one marine-artillery, and two boys wounded.

Loss on board dutch squadron.

None of the remaining three bomb-vessels, nor any of the sloops, appear to have incurred any loss. That sustained by the dutch squadron amounted to 13 killed and 52 wounded; making the total loss, on the part of the allies, 141 killed and 742 wounded. The following statement will show, along with the names of the first lieutenants (and of some of the others in the flag-ships) of the british ships, the individual loss sustained by the two squadrons, and the

quantity of powder and shot which each of the british and dutch ships expended in the action. 1816. Aug.

SHIPS.	First lieutenants.	Loss. K.	Loss. W.	Powder. lbs.	Round Shot. No.
Queen-Charlotte ..	Fred. Tho. Michell 1st Jas. Will. Cairnes 2d. Peter Richards .. 3d.	8	131	30424	4482
Impregnable	J. Boyle Babington 1st. Roger Hall..... 2d.	50	160	28800	5730
Superb.....	Ph. Thicknesse Hora ..	8	84	*23200	*4500
Minden	Jos. Benj. Howell	7	37	24326	4710
Albion.....	Robert Hay	3	15	*22520	*4116
Leander	Thomas Sanders	17	118	21700	3620
Severn.....	James Davies	3	34	*12910	*2520
Glasgow	George M'Pherson	10	37	*13460	*3000
Granicus.....	John Parson.....	16	42	*9960	*2000
Hebrus	Edw. Holling. Delafosse	4	15	9780	2755
Infernal	John Foreman	2	17		
	Total british loss	128	690		
Melampus		3	13		
Diana.....		6	22		
Dageraad		..	4	46119	10148
Frederica		..	5		
Amstel		4	6		
Total	dutch loss	13	52		
	allied loss	141	742		

The quantities marked with an asterisk are doubtful: the others are officially correct. The Impregnable, it is understood, fired two shot at a time; which accounts for her expenditure so greatly exceeding that of either of the other line-of-battle ships. The whole quantity of powder and shot expended in the engagement, according to Mr. Salamé's very interesting narrative, was upwards of 500 tons of the latter, and nearly 118 tons of the former. This includes, of course, the quantity expended by the sloops, most of whom fired when they could do so with effect. Mr. Salamé states, also, that the number of 13 and 10 inch shells thrown by the four bomb-vessels was 960. Ammunition expended in the action.

Although none of the ships lost any spars, many, particularly the Impregnable, Leander, Superb,

1816. Granicus, Glasgow, and Severn, had their masts much injured. In hull, also, these ships, the first two especially, were considerable sufferers. The Impregnable, indeed, is stated to have received 233 large shot in her hull; a great many of them between wind and water. One 18-pound shot entered the bulwark, passed through the heart of the mainmast, and went out at the opposite side. The loss in killed and wounded, on the part of the Algerines, amounted, as represented by some accounts, to 4000 men, and, by others, to nearly 7000.

Damage of the ships.

As soon as daylight came, lord Exmouth despatched lieutenant Burgess with a flag of truce and a note to the dey, repeating the demands of the preceding forenoon; and the bombs were at the same time ordered to resume their positions, to be ready to renew the bombardment of the city in case of a non-compliance. The Algerine officer who came off to meet the boat, and who had been captain of one of the frigates that had been destroyed, declared that the answer had been sent on the preceding day, but that no boat was to be found to receive it. On this subject, Mr. Salamé says: "When we opened over the mole-head, I saw, as I thought, a boat coming out, which I supposed was that of the captain of the port, and told his lordship of it; but, on looking with a glass, we found the mistake."* The fact of the boat's departure was, however, confirmed by the captain of the port himself, when, in an hour or two afterwards, he came off with the swedish consul, to acquaint the british admiral that all his terms would be agreed to.

Lord Exmouth sends a message to the dey.

On the 29th, at 10 A. M., the captain of the port again came off, accompanied by Mr. M'Donell, the british consul. On the same afternoon captain Brisbane went on shore; and, by the aid of the interpreter, Mr. Salamé, a conference was had with the dey at his palace. Several other conferences

The dey delivers up christian slaves, signs a treaty, &c.

* Narrative of the Expedition to Algiers, &c. p. 37.

took place, in the three last of which rear-admiral sir Charles Vinicombe Penrose, who had arrived on the 29th in the 36-gun frigate Ister, was present; and the final result was, the delivery to the British of upwards of 1200 christian slaves, with an engagement (of no great value certainly) to abolish the practice of slave-making in future; the restoration of 382500 dollars for slaves redeemed by Naples and Sicily; peace with the king of the Netherlands; the payment of 30000 dollars to the british consul for the destruction of his effects, and a public apology to him, before the ministers and officers of the palace, in terms dictated by captain Brisbane, for the detention of his person. Having thus accomplished, to the fullest extent, the object of his mission to Algiers, lord Exmouth, at midnight on the 3d of September, weighed on his return, leaving the Prometheus to attend the british consul, and embark the few remaining slaves that were then on their way from the interior. 1816. Aug. Lord Exmouth sails on his return.

Those only, who may not be aware to what a pitch of extravagance the pretensions of the Americans have attained, will feel any surprise, that they should rank their performance at Algiers very little if at all below the glorious exploit we have just done narrating: as if the act of commodore Decatur, in exchanging 500 algerine prisoners for 10 slaves, citizens of the United States, could be compared with the act of lord Exmouth; who, with cannon-balls only to give in exchange, obtained the freedom of, including the 1792 given up to the admiral on his spring visit to the bay of Tunis,* upwards of 3000 slaves; not one of whom, as a proof how little of a selfish feeling had actuated the framers of the expedition, was a native of the british isles. The release of so many christian slaves from the iron fangs of barbarians was, indeed, an act worthy of Britain; an act calculated to raise the character of her navy, Remarks on the battle and its result.

* See p. 571.

1816. Aug. high as it already stood, higher still in the estimation of the world. Nor will the triumph at Algiers pass to posterity, without the name of Exmouth, as the leader of the brave band by whose prowess it was gained.

Honours and rewards to the conquerors

For the skill and valour he had displayed in consummating this glorious achievement, lord Exmouth was created a viscount of the United Kingdom. Rear-admiral Milne, also, was made a knight-commander, and captains Ekins, Aylmer, Wise, Maitland, Paterson, and Coode, companions of the Bath. All the lieutenants named in the list in the preceding page, and some others, including lieutenant Fleming who commanded the explosion-vessel, were promoted to the rank of commanders; and several of the master's mates and midshipmen obtained commissions as lieutenants.

Anecdote of the dutch admiral.

The dutch admiral behaved uncommonly well; and the following has been adduced as an instance of his self-possession in the heat of the battle. About an hour after the firing had commenced, a lieutenant of the Queen-Charlotte went on board the Melampus with a message from lord Exmouth. The baron himself attended the lieutenant to the gangway on his return, and rated the frigate's first lieutenant somewhat sharply, for his inattention in not having shipped the best man-ropes for the british officer's accommodation. Among the meritorious individuals concerned in the expedition, the interpreter must not be forgotten. The zeal, talent, and fidelity of Mr. Salame appear to have merited all the praises officially bestowed upon him, as well by the commander in chief, as by the officers, rear-admiral Penrose and captain Brisbane, present at the conferences with the dey.

Mr. Salame.

STATE OF THE BRITISH NAVY.

1817 to 1820.

The abstract for the year 1817* differs from all that have preceded it in the series, by the double arrangement of its classification, owing to the revival, by an order in council, of the ancient and only reasonable practice of rating the ships of the british navy; namely, according to the number of carriage-guns of every sort which they respectively mounted. The memorial from the board of admiralty to the prince regent, recommending the alteration, bears date November 25, 1816; and the order in council establishing the new ratings, according to the plan submitted, issued in the month of February, 1817. Although this memorial of the board of admiralty was not seen by us, until every abstract of the 28 was printed, and every note attached to them prepared, we find that we had anticipated nearly all the reasons urged by the board for the necessity of some amendment in the classification. The following are the two concluding paragraphs of this important memorial:

New rating system

Extracts from the order in council

"We trust that we shall be excused for observing to your royal highness, that it is wholly unworthy the character of the royal navy of this kingdom to maintain this system, which, though introduced by the accidental cause we have mentioned, and without any design of deception, yet may give occasion to foreign nations to accuse us of misrepresentation, when we state that a british frigate of 38 guns has taken a foreign frigate of 44, when in fact the british frigate was of equal, if not superior force. We therefore humbly recommend that your royal highness

* See Appendix, Annual Abstract No 25; also, in particular, the notes belonging to it.

1817 to 1820.

will be pleased to order, that the rule for stating the force of his majesty's ships, which prevailed prior to 1793, and which in fact never was formally abrogated, should be revived and established; and that in future all his majesty's ships should be rated at the number of guns and carronades which they actually carry on their decks, quarterdecks, and forecastles."

Error in a statement in it.

A reference to the early pages of this work will raise a doubt as to the correctness of the passage, "which prevailed prior to 1793," unless we explain that, as "guns" were the only species of ordnance named in the original order fixing the rates of the ships, no ship in the british navy, prior to 1793, nor subsequently indeed, did mount more "guns," that is, long guns, than her established or rated number; but that, as far back as January, 1781, 429 ships belonging to the british navy carried from four to 12 pieces of carriage-ordnance, or, as the French expressively say, "bouches à feu," more than their rated number, will not, we presume, be disputed.* We are sorry to observe that the new order confines the guns (for we must persist in including carronades within that term†) to the "decks, quarterdecks, and forecastles," because every ship belonging to the three higher rates of the navy still mounts six guns more than she rates. These guns, it is true, are 18-pounder carronades; but many of the 80s and first-class 74s have carried 24-pounders, and may again, if a war breaks out. Moreover, the public is informed by the admiralty navy-list, that "the force of each ship is stated according to the number of guns and carronades actually carried," without any exception as to the poop, or roundhouse: hence, when it becomes known, that the Superb, of "78 guns," mounts 84, and the Bulwark, of "76 guns," 82, what will people suppose, but that the new rating system, like the old one, carries concealment

British ships with poops still carry more than they rate.

* See vol. i. p. 52. † Ibid. p. 55.

in the background? The best remedy is, in our opinion, to disarm the poop of the six 18-pounder carronades, and to level the barricade: the ships will experience no sensible diminution of force, and be much more snug and seaworthy. 1817 to 1830.

Viewed as a whole, the new rating system is a very important state measure; but, as depending upon the guns which each ship is calculated to mount, the plan will require an active war to perfect it. Not having used carronades to the extent of the British, the French have little if any thing to alter in their system. If a french 74, when fitted out by the English, is mounted with 78 guns, it is not, in general, because she had carried that number in the french service; but because, for the accommodation of the far most important man on board a french ship, be the government a monarchy or a republic, two ports of a side were left vacant in the cabin. With respect to their frigates, the French more usually denominated them 44s than 40s; and even the latter came nearer to the mounted force of the ship, than was the case with the british 38s. But the Americans, how did they act? Why their rating system was founded upon deception, and deception alone. They built "44s," and mounted them with 56 guns; and they have since built "74s," and mounted them with 102 guns, on three flush decks: although, owing to inability to bear the weight, from some error in the construction of the hull, the two first-built ships went to sea with no more than 82 guns. French rating system. American rating system.

While on the subject of the american 74s, we will, having the means in our power, compare the force of one of the smallest of them with that of a british 74 of the middling class; a class that exceeds in number all the other line-classes in the british navy put together; and the only class of 74, which, in the event of a contest, the Americans would admit to be an equal match for a ship of theirs bearing the same denomination. Let us American 74s.

1817 to 1823.

take the Albion. That ship mounts 28 long 32-pounders, weighing 55 cwt., upon her first deck, 28 long 18s upon her second deck, six long 12-pounders and 12 carronades, 32-pounders, on her quarterdeck and forecastle, and six 18-pounder carronades on her poop; total, 80 guns. Her net war complement is 594 men and boys, including 32 of the latter; and her measurement 1743 tons. The american 74-gun ship Franklin mounts 30 long 32-pounders, of 63 cwt., upon her first deck, 32 medium 32-pounders, of 52 cwt., on the second deck, and two of the same guns and 18 carronades, 32-pounders, on the quarterdeck and forecastle; total, 82 guns. Her complement actually on board in 1818 was 786 men and boys, including but eight or 10 of the latter; and she measures 2124 tons. Admitting, then, these ships to be mutually opposed, the following would be their comparative force:

Force of the Albion and Franklin compared.

		ALBION.	FRANKLIN.
Broadside-guns	No.	40	41
	lbs.	982	1312
Crew	No.	594	786
Size	tons	1743	2124

Remarks on the subject

So much for the equality of force between an american 74 and a british 74 of the class of the Albion; and yet, were a war to break out to-morrow, sir William Hoste* would consider himself peculiarly fortunate (and where is the captain of a british 74, indeed, who would not?) in falling in with the Franklin, commanded by the most renowned of the american commodores.

Dimensions of the Franklin.

We will now proceed to state a few particulars respecting the construction, equipment, and qualifications of the Franklin, the result of an inspection of the ship when she lay at Spithead in January, 1818; and which particulars, to the british public at least, are as novel, as it is hoped they will prove interesting. The Franklin was laid down at Philadelphia in the summer of 1813, and launched in

* The Albion's captain till June, 1825.

August, 1815. She is built of seasoned live oak, admirably put together, and, like the generality of Philadelphia ships, highly finished in every part; has a round bow, and works her cables, similar to other three-deckers, on the second deck. We call her a three-decker, because, in fact, her upper deck is continuous from stem to stern, similar to the first and second, with chocks and fittings for five ports of a side, along the waist: so that the ship can mount 30 guns on this deck, (called "spar deck" by the Americans,) similar to the 44s.* Her principal dimensions are as follows: 1817 to 1820.

	ft.	in.
Length from fore part of the stem to the back of the port at the wing transom	197	0
Breadth extreme	50	0
First-deck ports apart	8	6
Height of ditto from water	4	7
Draught of water abaft, with nine months' provisions on board	24	0

After what has appeared in these pages respecting the american frigates, no doubt can remain, that this american line-of-battle ship is well found in all her stores, and that her guns are properly mounted and secured. She is, to all appearance, a very snug ship, and has been pronounced to be a very stiff one; an excellent sailer on every point, and a good sea-boat. She is steered with an iron tiller 16 feet long. Her lower masts, in their naked state, are not stouter than those of a british ship of the same dimensions, but they have each, as we noticed in the frigates, immense quarter-fishes, that make them appear of an extraordinary size; and the whole of the riggings, both standing and running, is far stouter than would be established upon a similarly-sized ship in the british navy. Her galley, dispensury, capstan, and pumps, are all of the most improved construction: her pumps, indeed, are remarkable for their simplicity, the ease with which they are worked, and the quantity of water they discharge. Size of her masts, &c.

* See p. 6.

1817 to 1820.

Error committed in her construction.

One error was committed by her architects. They did not calculate properly the bulk of water, that a hull so stoutly built, and so heavily laden with guns, would displace. Hence, her lower-deck ports are brought nearer to the water than was intended, or than is consistent with a due regard to the use of her lower battery in blowing weather. For instance, in the year 1818, the Franklin's midship lower-deck port was only 4 feet 7 inches from the water, while that of the british small-class 74 is usually 5 feet 10 inches; but the Franklin was then victualled for nine months, and had on board a quantity of stores for other ships in the Mediterranean. With six months' provisions on board, the height was stated to be about 5 feet 6 inches. The Independence, built at Boston, and launched eight or nine months before the Franklin, possessed the failing in a much greater degree; her ports were within 3 feet 10 inches of the water, and she was not considered safe to cross the Atlantic without half-ports.

However, the fault certainly increased the ship's stability; and the four last-built american line-of-battle ships, the Washington, (the second,) Ohio, Columbus, and North-Carolina, are of greatly increased dimensions, and, even with their full establishment of guns, 102 in number, carry their ports at a proper height. We have recently gleaned a few particulars respecting the last-named ship, which is now in the Mediterranean under the command of our old friend commodore Rodgers. The North-Carolina measures 206 feet on the gun-deck, and is 52 feet some odd inches in moulded breadth; which gives the ship about 53 feet 4 or 5 inches for her extreme breadth, and makes her measure about 2650 tons english. Her actual force at this time, according to the representation of a british officer who has recently been on board of her, consists of 34 medium 42-pounders on the first deck, 34 medium 32-pounders on the second deck, and 34 carronades, 42-pounders, on the third deck; total 102 guns. Her comple-

Force and dimensions of North-Carolina.

ment now on board is 1000 men. Her lower masts and topmasts are short, but of an immense stoutness. The mizenmast is within 4 inches of being equal in circumference to the Albion's mainmast. The masts have a fish on each side from the step to the head; and commodore Rodgers told the post-captain who was paying him this visit, that, in an action in the Constitution when he commanded her, he had 32 shot through his mainmast, but did not lose it; which he attributed to the shortness of the mast, its size, and the strengthening fish. Had we been standing by the commodore, when he made this bounce, we should almost have been tempted to ask him, what action it was in which he commanded the Constitution. 1817 to 1820.

We have already compared together an american and a british 74: we will now give a figure statement, showing the relative force of an american 74 (for so the North-Carolina is officially rated) and a british 120. The force of the Caledonia has already been particularized;* but her third-deck guns have since been changed from long 18 to Congreve's 24 pounders, and her present establishment gives her six, instead of two, poop-carronades, or 126 guns in all. The following, then, will be the comparative force of a british 120, and an american first-class 74, gun-ship: Comparative force of that ship and Caledonia.

		CALEDONIA.	NORTH-CAROLINA
Broadside-guns..	No.	63	54
	lbs.	1648	1972
Crew	No.	891	1000
Size	tons	2616	2650

It was given out as the intention of the american government, had the treaty of Ghent been broken off, to have cut down the Franklin and Independence to frigates, and have sent to sea, to meet the two-deckers of England, the ships then building of the class of the North-Carolina. Had one of the latter Re-marks.

* See vol. iv. p. 579.

1817 to 1820.

captured or sunk a ship like the Albion, even the president, in his next speech to congress, would not have scrupled to tell the world, that an american 74 had vanquished a british 80.

The three remaining annual abstracts may be referred to together.* As they call for no particular remarks, we shall merely state that the number of commissioned officers and masters belonging to the british navy at the commencement of the respective years 1817, 1818, 1819, and 1820, was,

Officers of the navy.

	1817.	1818.	1819.	1820.
Admirals	60	56	52	64
Vice-admirals	62	61	59	65
Rear-admirals	74	74	71	70
" superannuated	20	27	27	20
Post-captains	854	883	865	837
" "	32	31	29	29
Commanders or slp.-captains	829	813	768	780
" superannuated	100	100	100	100
Lieutenants	4012	3949	3901	3848
Masters	681	651	622	606

And the number of seamen and marines, voted for the service of the same four years, was, for 1817, 19000, for 1818 and 1819, 20000, and for 1820, 23000.†

Principle of the diagonal frame in ship-building.

We would, most willingly, give an account of the improvements that have of late years been introduced into the british navy; but our limits restrict us to a few superficial remarks. A great change has doubtless taken place, as well in the contour, as in the arrangement of the materials that compose the fabric, of a british ship of war. The principle of the change, as respects the arrangement of the materials or timber, consists in the substitution of the triangle for the rectangle, with the view of conferring upon every part of the fabric a uniformity of strength.

* See Appendix, Annual Abstract, Nos. 25, 27, and 28; also Appendix No. 19.

† See Appendix, No. 20.

1817 to 1820.

The frame of the hold consists of a series of triangles, united by trusses; and the openings between the ribs, or outer timbers, are filled with slips of wood, calked within and without, and rendered quite impervious to water; so that, should a vessel so constructed, lose her main keel and even a proportion of the plank from her bottom, she would still remain water-tight. As one instance, the british 20-gun ship Esk, captain Edward Lloyd, while running between nine and ten knots, struck, near Bermuda, on a bank of coral and hard sand; where she lay, beating heavily, 48 hours. When got afloat, the ship was found with her main keel rubbed off nearly its whole length, (at one part the dead-wood was crushed up to the keelson,) and yet it was not until 11 hours afterwards that the Esk began to be, and that only in a slight degree, leaky. The Vigilant revenue-cutter, driven, and apparently wrecked, upon a bed of shingles in Douglas bay, Isle of Man, and yet got off and brought in safety to Plymouth, is another remarkable instance. As a still more recent case, the 10-gun brig-sloop Frolic, employed in the packet-service, after lying eight hours on her beam-ends, upon the rocks off Sable-Island, beating violently, got safe into Halifax harbour.

Instances of the good effects of solid bottoms.

The system of diagonal timbering, for which the british navy is indebted to sir Robert Seppings, one of the surveyors on the establishment, was first commenced in the year 1800, upon the Gleanmore 32. In 1805 it was further applied, at Chatham, to the Kent 74, to give auxiliary strength to that ship after her return from the Mediterranean. It was then introduced, to a certain extent, in the building of the Warspite 74; and, after the principle had been examined at the admiralty by a committee appointed for the purpose, directions were given to rebuild the Tremendous 74 to the full extent of the diagonal principle. This was done, and the principle was extended even

When first tried in the british navy.

1817 to 1820. to the decks. The Tremendous was found so completely to answer, that the diagonal system,* both in building and in repairing ships, has since become general in the british navy. The Howe, launched March 28, 1815, was the first ship laid down and built upon the principle. A rumour for a short time prevailed, that this fine first-rate, just as she had entered one of the new docks at Sheerness, was infected with the dry-rot. So far from it, there is not, at the moment we are writing this, from the best inquiries we can make on the subject, a sounder ship in the british navy.

Round sterns. Sir Robert's important improvement in giving to line-of-battle ships a circular bow, we have already slightly touched upon;† his ingenuity has since produced a more surprising, and an equally important, change at the opposite extremity of the ship, a circular instead of a square stern. To convey an idea of the advantages of this plan we shall make a quotation from a work that treats professionally on the subject: "The sterns are also formed circular, and to add to their strength, as many timbers as possible are run up: this presents a very formidable stern-battery, enables the guns to be run out so far as to prevent accidents to the stern by their explosion; the danger arising from being pooped is considerably diminished, if not wholly prevented; and the obstruction to the ship's progress, which, according to the old plan, was occasioned by the projection of quarter-galleries, when the ships were going on a wind, is removed. In fine, by this alteration, the ships are every way more seaworthy and better adapted for defence; qualities which are

* See a very valuable work recently published, along with "Elements of Naval Architecture," entitled "An Appendix, containing the principles and practice of constructing ships, as invented and introduced by sir Robert Seppings, surveyor of his majesty's navy, by John Knowles, F. R. S. secretary to the committee of surveyors of his majesty's navy."

† See vol. iii. p. 532.

so essential and indeed indispensable in ships of war."* 1817 to 1820.

As a proof of the good opinion entertained of this plan by the lords commissioners of the admiralty, an order of the board, dated on the 13th of June, 1817, directs, that all new ships, down to fifth-rates inclusive, are to be so constructed, and all ships of the same rates receiving extensive repairs are also to have circular sterns, provided the timbers in the old or square sterns are defective. By this alteration in her construction, the ship becomes, beyond a doubt, a stronger vessel and a more efficient man of war; advantages which it will require something more than an unsightly appearance (and even that, we presume, is a remediable defect) to counterbalance. The number of ships belonging to the british navy, which, on the 1st of January, 1820, were repairing, building, or ordered to be built, with circular sterns, amounted to 67,† and the number of ships building of teak, at the same date, amounted to 19.‡ Order for building ships with them.

On a former occasion, we ventured to suggest the advantages that might be derived, in the construction of ships of war, from the opinions of naval officers of experience.‖ A post-captain, of acknowledged nautical skill, and of tried gallantry, has recently proved himself a very eminent naval architect. "Captain Hayes," says Mr. Marshall, "is the author of a pamphlet on the subject of naval architecture, his proficiency in which important science is the result of many years' professional experience and deep consideration. His proposed system, we understand, meets a point hitherto considered impracticable, viz.: that of building a thousand vessels, if required, from a given section, without the variation of a needle's point, reducible from a first-rate ship New plan of ship-building by captain Hayes.

* See the work referred to in the first note of the preceding page.
† For a list of the names, see Appendix, No. 21.
‡ Ibid. No. 22.
‖ See p. 219.

1817 to 1820.

to a cutter, each possessing excelling powers and advantages of every description in their respective class. Since the publication of the above pamphlet, in which he carefully abstained from saying, or even hinting, that he had made any progress in the formation of such a system, two vessels have been built, in a royal dock-yard, on his projection: the first, a cutter of about 160 tons,* is said to embrace stability under canvass with little ballast, great buoyancy, better stowage, and swifter sailing qualities, than any model yet designed by known schools of naval architecture. The second, a sloop of war,† is at present absent on her first experimental cruise, in company with two other vessels of the same class, one of which was designed by sir Robert Seppings, and the other built by the students of Portsmouth dock-yard, under the superintendence of professor Inman."‡

Concluding remarks.

In the former edition of this work, we were induced to give a brief account of the first two expeditions to the polar regions, in search of a north-west passage. Other expeditions to the same spot have since been undertaken; and, if we broached the subject at all, we could not expect to make it interesting, or even intelligible, unless we brought down occurrences to a date far beyond the period to which this work, by its title, is restricted. Several works have been published exclusively on the subject of these expeditions, and they are in most people's hands: consequently there is the less occasion for us to deviate from our plan, and enlarge a volume already of a much greater bulk than any of its companions.

* The Arrow.
† The Champion.
‡ Marshall, vol. ii. p. 683.

APPENDIX.

No. 1. See p. 58.

A list of frigates late belonging to the french navy, captured, destroyed, wrecked, foundered, or accidentally burnt, during the year 1811.

	Name.	How, when, and where lost.
gun-frig.		
	.. Amazone	Destroyed, March 25, by her own crew, after having been driven on shore near Cape Barfleur, by the Berwick 74 and others.
	(Z) Renommée	Captured, May 20, off Madagascar, by a british squadron under captain Schomberg.
	,, Néréide	Captured, May 26, at Tamatave, by the same.
40	.. Pomone	Captured, November 29, in the Adriatic, by the british frigates Alceste and Active.
	.. Flore	Wrecked, date unknown, in the Adriatic.
	.. Favorite	Destroyed, March 13, after having been driven on the rocks of Lissa by a british squadron under capt. Hoste.
	(Z) Corona, ven.	Captured on the same occasion.
32	(H) Bellona, ven.	

No dutch, danish, russian, or swedish vessel of war, above a sloop, captured, &c. during the year 1811.

An abstract of french frigates captured, &c. during the year 1811.

Lost through the enemy.		Lost through accident.			Total lost to the french navy.	Total added to the brit. navy.
Capt.	Dest.	Wrecked.	Foundered.	Burnt.		
5	2	1	..	..	8	4

No. 2. See p. 58.

A list of ships and vessels late belonging to the british navy, captured, destroyed, wrecked, foundered, or accidentally burnt, during the year 1811.

	Name.	Commander.	How, when, and where lost.
gun-ship 98	(H) St.-George	R. Carthew Reynolds, r.-adm.. Daniel O. Guion, captain	Wrecked, December 24, St.-George & Defiance off the coast of Jutland, on passage from Baltic. Hero on the Haak sand, Texel: crew of latter perished, and both crews of former, except about eighteen men.
74	(N) Hero.....	James Newman Newman	
	(O) Defiance	,, David Atkins	
gun-brig. 38	(Z) Fomose	,, Robert Barrie	Wrecked, October 14, on the Needle rocks: crew saved.
	(d) Dover	Edward Tucker	Wrecked, May 2, in Madras roads: crew, except two, saved.
36	(E) Amethyst..	Jacob Walton	Wrecked, February 16, in Plymouth sound: crew, except about thirty, saved.
	(C) Saldanha ..	hon. William Pakenham	Wrecked, December 4, off Loughswilly, on the coast of Ireland: crew mostly perished.
32	(E) Tartar	Joseph Baker	Wrecked, August 18, on a sand in the Baltic: crew saved.
s. bg. sh. 18	(F) Alacrity ..	Nisbet Palmer	Captured, May 26, by the french brig of war Abeille, off Corsica.
	,, Grasshopper.	Henry Fanshawe	Captured, December 24, at Nieuwe-Diep, Texel, whither she had been driven by stress of weather.
	,, Pandora. ..	John Ferguson	Wrecked, February 13, on the Scaw reef, Kattegat: crew saved, but made prisoners.
16	(a) Challenger	Godfard Bleuerhasset.....	Captured, March 12, by a frigate and an armed store-ship, off Isle-de-Frane.
g-brig 12	(g) Fancy	Alexander Sinclair.....	Foundered, Decem. 24, in the Baltic: crew perished.
	,, Firm.....	John Little.....	Wrecked, June 28, on a bank off the coast of France: crew saved.

No. 2—*continued.*

	Name.	Commander.	How, when, and where lost.
6-brigs			
12	(g) Manly	Richard William Simmonds	Captured, September 2, by three danish 18-g. brigs, in the Baltic.
	,, Monkey	Thomas Fitzgerald	Wrecked, December 25, (1810,) between two rocks at Belle-Isle, coast of France.
	,, Safeguard	Thomas England	Captured, June 29, by the Danes in the Baltic.
10	(h) *Guachapin*	Michael Jenkins	Wrecked, July 29, at Antigua: crew saved.
	,, *Fleur-de-la-mer*	John Alexander	Foundered at sea, January 8: crew saved by an american vessel under her convoy.
8-cut.			
10	(i) Olympia	Henry Taylor	Captured, March 2, by several french privateers off Dieppe.
	,, Shamrock	Wentworth Parsons Croke	Wrecked, February 25, on Cape Ste.-Marie.
	,, Thistle	George M'Pherson	Wrecked, March 6, near New York.
4	(o) Grouper	James Atkins	Wrecked, October 21, off Guadeloupe: crew saved.
	,, Snapper	Henry Thrakstone	Captured, July 15, by french national lugger Rapace, off Brest.
S.S.	(*t*) *Chichester*	William Kirby	Wrecked, May 2, in Madras roads: crew, except two, saved.

ABSTRACT.

	Lost through the enemy.		Lost through accident.			
	Capt.	Dest.	Wrecked.	Foundered.	Burnt.	Total.
Ships of the line	..	..	3	..	..	3
,, under the line	7	..	13	2	..	22
Total	7	..	16	2	..	25

No. 3. See p. 58.

	£.	s.	d.
For the pay and maintenance of 113600 seamen and 31400 marines	7799187	10	0
„ the wear and tear of ships, &c.	3075750	0	0
„ the ordinary expenses of the navy, including half-pay to sea and marine officers, superannuations, pensions, &c.	1447125	12	0
„ the expense of sea-ordnance	659750	0	0
„ the superannuation allowances to commissioners, clerks, &c.	61975	0	3
„ the extraordinaries, including the building and repairing of ships and other extra work	1696921	0	0
„ the hire of transports	2678092	12	0
„ the maintenance of prisoners of war in health and sickness	968742	0	0
„ the same of sick and wounded seamen	280316	4	0
„ the salaries, contingencies, &c. in the transport office	38199	4	0
Total supplies granted for the sea-service	£19305759	2	3

No. 4. See p. 203.

A list of french and danish line-of-battle ships and frigates captured, destroyed, wrecked, foundered, or accidentally burnt, during the year 1812.

	Name.	How, when, and where lost.
gun-ship 74	(M) Rivoli, F.	Captured, February 22, by the british 74 Victorious, in the Gulf of Venice.
gun-frig. 40	.. Arienne, F.	Destroyed, May 22, by the british 74 Northumberland, off Lorient.
	.. Andromaque, F.	
	.. Danaé, F.	Burnt by accident, at midnight, September 9, in the harbour of Triest: crew perished.
	.. Nayaden, D.	Destroyed, along with four brigs, July 7, by the british 64 Dictator and three brigs in the creek of Lyngoe, coast of Norway.

No dutch vessel of war, above a sloop, captured, &c. during the year 1812.

An abstract of french and danish ships of the line and frigates captured, &c. during the year 1812.

	Lost through the enemy.		Lost through accidents.			Total lost to the F. & D. navy.	Total added to the hos. navy.
	Capt.	Dest.	Wrecked.	Foundered.	Burnt.		
Ships of the line, fr.	1	..	..	..	..	1	1
Frigates ..... fr.	..	2	..	..	1	3	
Frigates ..... da.	..	1	..	..	..	1	
Total.....	1	3	..	..	1	5	1

No. 5. See p. 203.

A list of ships and vessels late belonging to the british navy, captured, destroyed, wrecked, foundered, or accidentally burnt, during the year 1812.

	Name.	Commander.	How, when, and where lost.
pas.-frig.			
38	(Z) *Guerrière*	James Richard Dacres	Captured, August 19, by the american 44-gun frigate Constitution, lat. 41° north, long. 55° west.
	,, *Java*	Henry Lambert	Captured, December 29, by the same frigate, off St.-Salvador.
	,, *Laurel*	Samuel Campbell Rowley	Wrecked, January 31, on the Govivas rock, in the Teigneuse passage: crew saved, except 96 made prisoners
	,, Macedonian	John Surman Cardan	Captured, October 25, by the american 44-gun frigate United-States, lat. 29° north, long. 29° 30′ west.
36	(C) Manilla	John Joyce	Wrecked, January 28, on the Haak sand, Texel: crew, except twelve, saved, but made prisoners.
28	(I) *Barbadoes*	Thomas Huskisson	Wrecked, September 28, on the north-west bar of Sable island: crew, except one, saved.
g.-sh.-slp.			
16	(V) Alert	T. Lamb Polden Langharne	Captured, August 13, by the american 32-gun frigate Essex, off the coast of North America.
	,, Avenger	Urry Johnson	Wrecked, October 8, going into Newfoundland: crew saved.
g.-bg.-slp.			
18	(Y) Belette	David Sloane	Wrecked, November 24, on the rocks, off the island of Lessoe in the Kattegat: crew, except five, perished.
	,, Emulous	William Howe Mulcaster	Wrecked, August 3, on Sable island: crew saved.
	,, Frolic	Thomas Whinyates	Captured, October 18, by the american ship-sloop Wasp, lat. 36° north, long. 64° west, but recaptured same day by Poictiers 74.

No. 5—*continued.*

	Name.	Commander.	How, when, and where lost.
Br.-bg.-slp.			
16	(a) Fly	Henry Higman	Wrecked, February 29, on the Knobber reef, on the east point of the island of Anholt: crew saved.
	" *Magnet*	F. Moore Maurice	Foundered, as is supposed, on her passage to Halifax.
	" Skylark	James Boxer	Wrecked, May 3, near Boulogne: crew saved.
F.S.	(c) Ephera	Thomas Everard	Wrecked, December 26, (1811,) near Cadiz: crew saved.
gun-brig			
12	(g) Attack	Richard William Simmonds	Captured, August 19, by a squadron of fourteen danish gun-boats, off Forcenes.
	" Encounter	James Hugh Talbot	Wrecked, July 11, in an attempt to cut out some vessels at San-Lucar, coast of Spain.
	" Exertion	James Murray	Wrecked, July 8, in the river Elbe, and afterwards destroyed by the boats of that ship.
	" Plumper	James Bray	Wrecked, December 5, in the bay of Fundy: crew part saved.
	" Sentinel	William Elletson King	Wrecked, October 10, on the shoals off the island of Rugen: crew saved.
gun-cut.			
0	(l) Alban	William Starg. Key	Wrecked, December 18, near Aldborough: crew, except two, perished.
	" Laura	Charles Newton Hunter	Captured, September 8, by the Diligent, french privateer, coast of North America.
	" Nimble	John Reynolds	Foundered, Novemb. 6, in a gale in the Kattegat: crew saved.
4	(o) Chubb	Samuel Nisbett	Foundered, August 14, near Halifax: crew perished.
	" Porgey	(name unknown)	Foundered, date unknown, in the West Indies.
	" Whiting	Lewis Maxey	Captured, August 22, by the Diligent, french privateer, coast of North America.

No. 5—continued.

ABSTRACT.

	Lost through the enemy:		Lost through accident:			
	Capt.	Dest.	Wrecked.	Foundered.	Burnt.	Total.
Ships of the line	..	..	..	..	..	
„ under the line	8	..	14	4	..	26
Total.....	8	..	14	4	..	26

No. 6. See p. 219.

	£.	s.	d.
For the pay and maintenance of 108600 seamen and 31400 marines.....	7530250	0	0
„ the wear and tear of ships, &c.	3549000	0	0
„ the ordinary expenses of the navy, including the salaries and contingent expense of the admiralty, navy-pay, navy, and victualling offices and dock-yards; also half-pay and superannuations to officers of the navy and royal marines, their widows, &c.	1700135	11	0
„ the expense of sea-ordnance.....	637000	0	0
„ the superannuation allowances to commissioners, clerks, &c.	57793	0	7
„ the extraordinaries, including the building and repairing of ships and other extra work	2822031	0	0
„ the hire of transports.....	2330943	0	0
„ the maintenance of prisoners of war, in health and sickness	1150000	0	0
„ the same of sick and wounded seamen....	277754	10	8
„ the salaries, contingencies, &c. in the transport-office	40510	16	0
„ superannuations in ditto.....	1291	13	4
Total supplies granted for the sea-service	£20096709	11	7

No. 7. See p. 369.

A list of the ships and vessels late belonging to the british navy, captured, destroyed, wrecked, foundered, or accidentally burnt, during the year 1813.

	Name	Commander.	How, when, and where lost.
gun-ship 74	(O) Captain	(in ordinary)	Burnt, March 22, in Hamoaze.
gun-brig. 38	(Z) *Daedalus*	Murray Maxwell	Wrecked, July 2, off the island of Ceylon; crew saved.
32	(H) Southampton	sir James Lucas Yeo	Wrecked, November 27, (1812,) on a reef of rocks, near Conception island; crew saved.
18-gun-ship.	(R) Tweed	William Mather	Wrecked, November 5, in Shoal bay, Newfoundland; crew, except fifty-two, perished.
18	(S) Atalante	Frederick Hickey	Wrecked, November 10, off Halifax lighthouse; crew saved.
18-gun-ship.	(T) Cuckoo	John Thompson	Wrecked, August 22, in Port Royal, Jamaica; crew saved.
18	„ Ferret	Francis Alexander Halliday	Wrecked, January 7, near Leith; crew saved.
	„ Peacock	William Peake	Captured, February 24, by the american sloop Hornet, off Demerara.
	„ Persian	Charles Bertram	Wrecked, June 18, on the Silver Keys, in the West Indies; crew saved.
16	(v) Sarpedon	Thomas Parker	Foundered, as is supposed, on the 1st of January.
	„ Rhodian	John Bone	Foundered, February 21, on her passage to Jamaica; crew saved.
gun-brig 14	(Q) Linnet	Joshua Tracey	Captured, February 25, by the american 48-gun frigate Rising near the Madeiras.
12	(g) Bold	John Shekel	Wrecked, September 27, on Prince Edward's Island.
	„ Boxer	Samuel Blyth	Captured, September 5, by the american 16-gun brig Enterprise, off Portland, United States.

No. 7—*continued.*

Guns.	Name.	Commander.	How, when, and where lost.
gun-brig			
12	(g) Daring	William R. Pascoe	Destroyed, February 7, by her crew, to prevent her capture by the french frigate Rubis.
12	,, Fearless	Henry Lord Richards	Wrecked, December 8, (1812,) off coast of Spain.
gun-vessel.			
14	(i) Dominica	George Wilmot Barrette	Captured, August 5, by the american privateer Decatur, off Charlestown.
10	(l) Algerine	Daniel Carpenter	Wrecked, May 20, in the West Indies.
10	,, Alphea	Thomas William Jones	Destroyed, September 9, in action with french privateer Renard.
10	,, Subtle	Charles Brown	Foundered, November 30, (1812,) off St. Bartholomew's, in the West Indies, whilst in chase of an american brig: crew perished.
8	(m) Highflyer	William Hutchinson	Captured, September 9, by the american frigate President, off Nantucket.
S.S.	(s) Woolwich	Thomas Ball Sullivan	Wrecked, November 6, off Barbuda: crew saved.

ABSTRACT.

	Lost through the enemy.		Lost through accident.			
	Capt.	Dest.	Wrecked.	Foundered.	Burnt.	Total.
Ships of the line	..	..	..	..	1	1
,, under the line	5	2	11	3	..	21
Total	5	2	11	3	1	22

Although the total of this abstract corresponds with the total at the foot of the proper column of the Annual Abstract No. 22, the items do not quite agree; because, by mistake, the Peacock sloop has been inserted in the latter, and the Dedalus frigate in No. 23.

No. 8. See p. 369.

A list of french and american frigates captured, destroyed, wrecked, foundered, or accidentally burnt, during the year 1813.

	Name.	How, when, and where lost.
gun-brig.		
40	(Z) Trave, F.	Captured, October 23, by the british frigate Andromache, latitude 46° north, longitude 7° west.
40	,, Weser, F.	Captured, October 21, by the british sloops Scylla and Royalist, Rippon in company, latitude 47° north, longitude 9° west.
36	,, Chesapeake, A.	Captured, June 1, by the british frigate Shannon, in Boston Bay.
36	.. Rubis, F.	Wrecked, February 5, off the Isles de Los.

No dutch or danish vessel, above a sloop, captured, &c. during the year 1813.

An abstract of french and american frigates captured, &c. during the year 1813.

	Lost through the enemy.		Lost through accident.			Total lost to the american and french navies.	Total added to the british navy.
	Capt.	Dest.	Wrecked.	Foundered.	Burnt.		
F.	2	..	1	..	..	3	2
A.	1	..	..	..	..	1	1
Total	3	..	1	..	..	4	3

No. 9. See p. 369.

	£.	s.	d.
For the pay and maintenance of 86000 seamen and 31400 marines for seven, and of 74000 seamen and 16000 marines for six lunar months	6516950	0	0
„ the wear and tear of ships, &c.	3268000	0	0
„ the ordinary expenses of the navy, including the salaries and contingent expense of the admiralty, navy-pay, navy and victualling offices and dock-yards; also half-pay and superannuations to officers of the navy and royal marines, their widows, &c.	1730840	12	8
„ the expense of sea-ordnance	532000	0	0
„ the superannuation allowances to commissioners, clerks, &c.	63560	13	1
„ the extraordinaries, including the building and repairing of ships, and other extra work	2086274	0	0
„ the hire of transports	2980623	13	2
„ the maintenance of prisoners of war in health and sickness, and of sick and wounded seamen	1223928	12	0
„ the salaries, contingencies, &c. in the transport-office	99324	9	0
„ the provisions for troops and garrisons for the year 1814	810569	0	0
Total supplies granted for the sea-service	£ 19312070	19	11

No. 10. See p. 391.

Letter from captain Phillimore to sir William Congreve, bart.

H. M. S. Eurotas, Falmouth,
October 11th, 1813.

Dear Sir,

I am afraid you will attribute blame to me for not having written to you about your guns, but the fact is, I have been unwilling to give an opinion, till I had an opportunity of trying them; and the chasing, in a ship of this sort, looking out from a fleet, is so very frequent, and the attention requisite to a new ship's company occupies a great deal of time; but I hope you believe I am ready and willing to give any information you may like to write for. On the (my) arrival in the Brest squadron, I invited commodore Malcolm, and all the captains, to come on board: we tried them eight times, with full allowance of powder, and double-shotted, which they stood remarkably well; indeed, every one of them went away pleased with the gun.

If well manned I could fight both sides with ease, and I cannot express too strongly how delighted I am with them in a gale of wind; we had a very heavy gale coming in here, and I had to carry a heavy press of sail off Ushant; the guns did not work in the least, and the ship did not seem to feel the smallest inconvenience from them. A few days before I left the fleet, commodore Malcolm mentioned (in conversation to me) he should like them as the Queen-Charlotte's main and middle decks. I write this in haste, being anxious to send many letters by this post.

Believe me, dear sir,
Yours faithfully,
(Signed) J. Phillimore.

No. 11. See p. 511.

A list of french and american line-of-battle ships and frigates, captured, destroyed, wrecked, foundered, or accidentally burnt, during the year 1814.

	Name.	How, when, and where lost.
gun-ship		
74	(M) Brilliant	Captured, April 18, at the surrender of Genoa to the British.
	.. Regulus	Destroyed, April 6, by the French in the Gironde, to prevent capture.

No. 11—*continued*.

	Name	How, when, and where lost.
gun-frig.		
	(Z) Alcmène	Captured, January 20 and 16, by the british 74 Venerable and 22-gun ship Cyane, off Madeira.
	„ Iphigénie	
	„ Cérès	Captured, January 6, by the british frigates Niger and Tagus, off the Cape-de-Verds
	„ Clorinde	Captured, March 26, by the british frigates Dryad and Eurotas, lat. 47° 40′ north, longitude 9° 30′ west.
40	„ Etoile	Captured, March 27, by the british frigate Hebrus, off Cape La Hogue.
	„ Sultane	Captured, March 26, by the british 74 Hannibal, off Cherbourg.
	„ Terpsichore	Captured, February 3, by the british 56-gun ship Majestic, latitude 36° 41′ north, longitude 24° 11′ west.
	„ Uranie	Destroyed, February 3, by the French at Brendici, to prevent capture.
32	(*D*) Essex, A.	Captured, March 28, by the british frigate Phœbe and sloop Cherub, off Valparaiso.
26	„ Adams, A.	Destroyed, September 3, by her crew at Castine, in the Penobscot, to prevent capture.

An abstract of french and american line-of-battle ships and frigates captured, &c. during the year 1814.

	Lost through the enemy.		Lost through accident.			Total lost to the allied french and american navies.	Total lost to the allied navies.
	Capt.	Dest.	Wrecked.	Foundered.	Burnt.		
Ships of the line, F.	1	1	..	..	..	2	1
Frigates ..... F.	7	1	..	..	..	8	7
Frigates ..... A.	1	1	..	..	..	2	1
Total	9	3	..	..	..	12	9

In the annual abstract, to which this list belongs, there appear to have been eight foreign frigates of the Z class added to the navy. This is a mistake. The Melpomène, one of the number, was not captured until 1815.

No. 12. See p. 511.

A list of the ships and vessels late belonging to the british navy, captured, destroyed, wrecked, foundered, or accidentally burnt, during the year 1814.

	Name.	Commander.	How, when, and where lost.
g.-p.-sh. 22	(*M*) Laurestinus	Alexander Gordon	Wrecked, October 22, (1813,) on the Silver Keys, Bahama Islands: crew saved.
20	(*P*) Hermes	William Henry Percy	Destroyed, September 15, in an attack upon an american battery at Mobile.
gun.-sh.-slp. 18	(*R*) Anacreon	John Davis	Foundered, February 28, in the Channel.
	(*S*) *Peacock*	Richard Coote	Foundered, in August, off the southern coast of the U. S.: crew perished.
g.-br.-slp. 18	(*V*) Avon	hon. James Arbuthnot	Destroyed, September 1, by sinking, at the close of an action with the american sloop of war Wasp, Channel.
	,, Crane	Robert Standley	Foundered, September 30, West Indies.
	,, Epervier	Richard Wales	Captured, April 29, by the american sloop-of-war Peacock, off the southern coast of the United States.
	,, *Fantome*	Thomas Sykes	Wrecked, November 24, on her passage from St. John's, New Brunswick, to Halifax: crew saved.
	,, Halcyon	John Houlton Marshall	Wrecked, May 19, on a reef of rocks in Antto bay, Jamaica: crew saved.
	,, Reindeer	William Manners	Captured, June 28, by the american sloop of war Wasp, Channel.
16	(*a*) Goshawk	hon. William John Napier	Wrecked, September 21, (1813,) in the Mediterranean: crew saved.
	,, *Vautour*	Peter Lawless	Foundered, as is supposed, exact date unknown.
	,, *Victor*	Edward Stephens	Captured, February 14, by the american frigate Constitution.

No. 12—*continued.*

Guns.		Name.	Commander.	How, when, and where lost.
14	(i)	*Racer*	Henry Freem. Young Pogson	Wrecked, October 10, in the gulf of Florida: crew saved.
10	(l)	*Dart*	Thomas Allen	Foundered, latter end of 1813, or beginning of 1814.
	,,	Decoy	John Pearce	Captured, March 22, by what exact force unknown.
	,,	Holly	Samuel Sharpe Treacher	Wrecked, January 29, off St. Sebastian: crew, except the commander and five men, saved.
6	(n)	*Rapide*	(name unknown)	Wrecked, date unknown on the Saintes.
4	(o)	Ballahou	Norfolk King	Captured, April 29, by the american privateer Perry, off the coast of the United States.
	,,	Cuttle	(name unknown)	Foundered, exact date unknown, on the Halifax station.
	,,	Herring	John Murray	
	,,	Landrail	Robert Daniel Lancaster	Captured, July 12, by the american privateer Syren, Channel.
T.S.	(r)	Leopard	Edward Crofton	Wrecked, June 28, near the island of Anticosti, gulf of St. Lawrence: crew, except a few, saved.

ABSTRACT.

	Lost through the enemy.		Lost through accidents.			
	Capt.	Dest.	Wrecked.	Foundered.	Burnt.	Total.
Ships of the line	..	..	..	..	..	..
,, under the line	6	2	8	7	..	23
Total	6	2	8	7	..	23

Owing to the extreme inaccuracy of Steel's list of losses, (in later years especially,) and to the circumstance of the annual abstracts having been printed before the errors could conveniently be rectified, this abstract again differs, as well in its total, as in some of its items, from the annual abstract with which it corresponds in date.

No. 13. See p. 511.

	£.	s.	d.
For the pay and maintenance of 55000 seamen and 15000 marines for three, and 70000 seamen and 20000 marines for ten lunar months	4759125	0	0
„ the wear and tear of ships, &c.	2386500	0	0
„ the ordinary expenses of the navy, including the salaries and contingent expense of the admiralty, navy-pay, navy and victualling offices and dock-yards; also half-pay and superannuations to officers of the navy, &c.	2278929	11	11
„ the expense of sea-ordnance	388500	0	0
„ the superannuation allowances to commissioners, clerks, &c.	67232	16	0
„ the extraordinaries; including the building and repairing of ships, and other extra work	2116710	0	0
„ the hire of transports	3309235	3	0
„ the maintenance of prisoners of war in health and sickness, and of sick and wounded seamen	337653	16	5
„ the salaries, &c. in the transport-office	97245	2	9
„ superannuations in ditto	2811	12	6
„ the provisions for troops and garrisons	1288757	0	0
„ paying off navy-debt	2000000	0	0
Total supplies granted for the sea-service	£19032700	2	7

No. 14. See p. 569.

A list of french and american frigates captured, destroyed, wrecked, foundered, or accidentally burnt, during the year 1815.

Name.	How, when, and where lost.
gun-brig. 40 (U) President, A.	Captured, January 15, by a british squadron, off Long-Island, United States.
44 (Z) Melpomène, F.	Captured, April 30, by the british 74 Rivoli, off Ischia.

No. 15. See p. 569.

RECAPITULATORY ABSTRACT,

Showing the number of french, dutch, spanish, danish, russian, turkish, and american ships of the line and frigates, captured, destroyed, wrecked, foundered, and accidentally burnt, during the war, (including that of Elba,) commencing in May 1803, and ending in July 1815; also the number of captured ships added to the british navy during that period.

		Lost through the enemy.		Lost through accident.			Total lost to the F. Du. S. Da. R. & A. navies.	Total added to the british navy.
		Capt.	Dest.	Wrecked.	Foundered.	Burnt.		
Ships of the line	F.	26	9	1	..	..	36	13
	Du.	..	3	1	..	..	4	
	S.	10	1	..	..	..	11	5
	Da.	18	..	..	..	..	18	15
	R.	1	..	..	..	..	1	
	T.	..	1	..	..	..	1	
Total.....		55	14	2	..	..	71	33
Frigates	F.	35	15	4	..	1	75	46
	Du.	5	1	1	..	..	7	4
	S.	6	1	..	..	..	7	6
	Da.	9	1	..	..	..	10	9
	T.	1	4	..	..	..	5	
	A.	3	1	..	..	..	4	3
Grand total....		134	37	7	..	1	179	101

No. 16. See p. 569.

A list of ships and vessels late belonging to the british navy, captured, destroyed, wrecked, foundered, or accidentally burnt, during the year 1815.

Guns.	Commanders.	How, when, and where lost.
gun-brig.		
38 (Z) Statira	Spelman Swaine	Wrecked, February 26, on a sunken rock, off the Isle of Cuba: crew saved.
g.-p.-sh.		
22 (M) Cyane	Gordon Thomas Falcon	Captured, March 20, by the american frigate Constitution, sixty leagues west-south-west of Madeira: Levant recaptured March 11.
20 (P) Levant	hon. George Douglas	
g.-sh.-slp.		
18 (S) Sylph	George Dickens	Wrecked, January 17, on Southampton bar, North America: crew, except six, perished.
16 (T) Cygnet	Robert Rosst	Wrecked, (date unknown) off the Courantine river: crew saved.
g.-br.-slp.		
18 (V) Penguin	James Dickinson	Captured, March 23, by the american sloop Hornet, off Tristan d'Acunha.
g.-vet.		
14 (i) *Dominica*	Richard Cranford	Wrecked, August 13, near Bermuda.
12 (k) *St.-Lawrence*	Henry Gordon	Captured, February 26, by the american privateer-brig Chasseur, off Havana.
10 (l) *Elizabeth*	Jonathan W. Dyer	Foundered, October, (1814,) by upsetting in chase of an american privateer.
T. S. (g) Penelope	James Galloway	Wrecked, May 1, on the coast of Low Canada, part of crew perished.

ABSTRACT.

	Lost through the enemy.		Lost through accident.			Total.
	Capt.	Dest.	Wrecked.	Foundered.	Burnt.	
Ships of the line	..	..	..	..	..	..
,, under the line	4	..	5	1	..	10
Total	4	..	5	1	..	10

For the reason that this abstract falls short by two of the corresponding annual abstract, (No. 24,) see remarks at foot of the abstract at bottom of p. 569.

No. 17. See p. 569.

RECAPITULATORY ABSTRACT,

Showing the number of british ships and vessels of war captured, destroyed, wrecked, foundered, or accidentally burnt, during the war, commencing in May 1803, and ending in July 1815.

	Lost through the enemy.		Lost through accident.			Total.
	Capt.	Best.	Wrecked.	Foundered.	Burnt.	
Ships of the line.....	..	..	8	3	2	13
,, under the line	83	7	161	50	3	304
Total.....	83	7	169	53	5	317

No. 18. See p. 569.

	£.	s.	d.
For the pay and maintenance of 24000 seamen and 9000 marines	1839337	10	0
,, the wear and tear of ships, &c.....	922350	0	0
,, the ordinary expenses of the navy, including the salaries and contingent expense of the admiralty, navy-pay, navy, and victualling offices and dock-yards; also half-pay and superannuations to officers of the navy and royal marines, their widows, &c.....	2689931	18	3
,, the expense of sea-ordnance	150150	0	0
,, the superannuation allowances to commissioners, clerks, &c.	72707	3	4
,, the extraordinaries, including the building and repairing of ships and other extra work	2102563	0	0
,, the hire of transports.....	1611041	2	4
,, the maintenance of prisoners of war in health and sickness	69820	0	0
,, the same of sick and wounded seamen....	112904	6	7
,, the salaries, contingencies, &c. in the transport-office	61303	15	3
,, superannuations in ditto	3080	15	10
,, the provisions for troops and garrisons....	479156	0	0
Total supplies granted for the sea-service	£10114345	11	7

No. 19. See p. 596.

A list of the ships and vessels late belonging to the british navy, wrecked, &c. during the years 1816, 1817, 1818, and 1819.

1816.

New Rating.	Name.	Commander.	How, when, and where lost.
g.-brig. 12	(V) Phœnix	....Charles John Austen.....	Wrecked, February 20, near Smyrna, during a hurricane: crew saved
32	(Z) Comus	.....J. John Gordon Bremer, C.B.	Wrecked, Nov. 4, off Cape Pine, Newfoundland: crew saved.
g.-sh.-slp. 20	(F) Tay	.....Samuel Roberts, C.B.	Wrecked, November 11, off the Alacranes, Gulf of Mexico: crew saved.
g.-brig.-slp. 10	(L) Bermuda	....John Fakenham	Wrecked, November 16, on her passage from the Gulf of Mexico: crew saved.
	,, Briseis	.....George Donnett	Wrecked, November 5, on the reefs of Point Pedras: crew saved.
gun-vsl. 14	(O) Whiting	....John Jackson	Wrecked, September 21, on Dunbar sand, harbour of Padstow: crew saved.

1817.

gun-brig. 46	(W) *Alceste*	.....Murray Maxwell, C.B.	Wrecked, February 18, off island of Pulo-Leat, China sea: crew saved.
g.-brig.-slp. 16	(J) Julia	.....Jenkin Jones	Wrecked, October 2, off Tristan d'Acunha: 55 of crew, including all the officers but captain and two midshipmen, perished.
10	(L) Jasper	.....Thomas Carew	Wrecked, January 21, on the point of Mount Batten, at the entrance of Catwater, crew of Jasper, except captain, lieutenant, and two seamen, perished: Telegraph had but one man saved.
f.-vsl. 12	(Q) *Telegraph*	..John Little, C.B.	

1818 none.

1819.

g.-sh.-slp. 20	(E) Erne	.....Timothy Scriven, C.B.	Wrecked, June 1, on one of the Cape de Verds: crew saved.

No. 20. See p. 596.

	1817.			1818.			1819.			1820.		
Seamen	12000			14000			14000			15000		
Marines	6000			6000			9000			8000		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Pay and maintenance	975850	0	0	1181000	0	0	1095500	0	0	1202875	0	0
Wear and tear	531650	0	0	559000	0	0	532000	0	0	612000	0	0
Ordinary, &c.	2476150	4	8	2480680	17	3	2483013	12	7	2480598	3	11
Ordnance	49400	0	0	91000	0	0	91000	0	0	194620	0	0
Extraordinaries, &c.	1231643	0	0	1787181	0	0	1631628	0	0	1294480	0	0
Transport-service	119026	16	6	178948	0	0	234321	0	0	245044	0	0
Prisoners of war, and sick and wounded seamen	149600	0	0									
Troops and garrison	200000	0	0	220000	0	0	422319	9	0	389500	9	0
Navy debt	1600000	0	0									
Total	7645421	1	2	6547929	17	3	6517781	12	7	6691345	3	11

No. 21. See p. 599.

A list of ships belonging to the british navy, building, or ordered to be built, and repairing, (the latter in italics,) with circular sterns, on the 1st of January, 1820.

gun-ship

120 (A) { Prince-Regent, Royal-George, St.-George.

110 (C) { London, Princess-Charlotte.

84 (G) { Asia, Bombay, Formidable, Ganges, Goliath, Monarch, Powerful, Thunderer, *Vengeance.*

80 (H) { Boscawen, Hindostan, Indus.

78 (I) { *Achille*, *Kent*, *Revenge.*

74 { (N) Carnatic. (O) { *Benbow*, *Gloucester*, *Pembroke.*

gun-ship

60 (Q) { Chichester, Lancaster, Portland, Southampton, Winchester, Worcester.

gun-brig.

48 (V) { Druid, Jason, Madagascar, Manilla, Nemesis, Statira, Tigris.

46 (W) { Æolus, Amazon, *Aurora*, Cerberus, Circe, Clyde, Dædalus, Diana, Fox.

gun-brig.

46 (W) { Hamadryad, Hebe, *Horatio*, Latona, Medusa, Melampus, Mercury, Mermaid, Minerva, Nereus, Pegasus, Penelope, Proserpine, Thalia, Thames, Thisbe, Unicorn, Venus.

42 (Y) { *Algle*, *Havannah*, *Owen-Glendower.*

The orders to build the Bombay and Manilla have recently been countermanded; and the 60-gun ships have been reduced to 52-gun frigates.

No. 22. See p. 599.

A list of ships down to class Q inclusive, belonging to the british navy, built (in italics) or building of teak, on the 1st of January, 1820.

gun-ship

84 (G) { Asia, Ganges.

80 (H) { Hindostan, Indus.

74 { (N) { Carnatic, *Cornwallis.*
(O) { *Hastings,* *Malabar,* *Minden.*

gun-frig.

48 (V) { *Madagascar,* *Seringapatam,* Tigris.

46 (W) *Amphitrite.*

42 (Y) { *Doris,* *Sabrina.*

gun-frig.

28 (*A*) { Alligator, Samarang.

g.-brg.-ship.

10 (*L*) { *Chameleon,* *Sphynx.*

N.B. In the "letters of reference" of Abstract No. 28, an error occurs, in consequence of each of the eleven letters next below T being placed one class too low, and the twelfth letter, F, being left out. In No. 27 they stand right.

NOTES

TO

ANNUAL ABSTRACTS.

NOTES TO ABSTRACT, No. 20.

[a] The Hogue, commonly called the *La* Hogue; an appellation sanctioned not only by Steel's, but, until very recently, by the admiralty navy-list.

[b] Number of hired vessels about 52.

NOTES TO ABSTRACT, No. 21.

[a] The Forth, built of fir. The remaining four in the "Building" column are the Liffey and Severn, also of fir, and the Glasgow and Liverpool, of pitch-pine.

[b] Of these 14 frigates, two were ordered to be built of teak, four of oak, and the remainder of red pine.

[c] Of these 12 frigates, two were ordered to be built of oak, three of yellow, and the remainder of red pine.

[d] Late the Hannibal, american merchantman; an extraordinary fine ship, mounting 24 guns on a flush deck.

[e] Number of hired vessels about 52.

NOTES TO ABSTRACT, No. 22.

[a] The Goliath, Majestic, and Saturn, three of the small-class 74s cut down, fore-and-aft, to the clamps of the quarterdeck and forecastle.

No. 38.

An ABSTRACT of the Ships and Vessels belonging to the British Empire on the commencement of the year 1871.

| Ports | Classes | Sailing Vessels: Steam | Sailing Vessels: Sail | Steam Vessels: Steam | Steam Vessels: Sail | Steam Vessels: Steam and Sail | Total Sailing and Steam Vessels | Vessels built in the Colonies and Foreign Countries | Vessels built in the United Kingdom

No. [illegible]

[illegible]

No. 24.

[illegible]

No. 5.

An ABSTRACT of the Acres and Produce belonging to the British Flag, at the commencement of the year 1801.

| Old Provinces | | |

No. 10.

An ACCOUNT of the Regiments belonging to the Militia Force of this Commonwealth at the commencement of the year 1818.

| Number of Regiment | Names of Officers | Rank | Time of Appointment | Residence | Number of Companies | Number of Officers | Number of Non-Commissioned Officers | Number of Musicians | Number of Privates

RETURN of the ships and vessels belonging to [illegible] which entered inwards and cleared outwards from the [illegible] during the year 1880.

Ports	Countries	Entered Inwards				Cleared Outwards				Remarks
		Steamers		Sailing Vessels		Steamers		Sailing Vessels		
		No.	Tons	No.	Tons	No.	Tons	No.	Tons	
[illegible]	[illegible]									
[illegible]	[illegible]									
[illegible]	[illegible]							

[b] The Leander and Newcastle, built of pitch-pine.

[c] The Akbar, late Cornwallis; had been a teak-built indiaman, purchased in 1801.

[d] Ordered to be built of teak; the Serihgapatam at Bombay, and the Tigris to be framed there and brought to England by the former.

[f] Number of hired vessels about 47.

NOTES TO ABSTRACT, No. 23.

[a] The Nelson; began building at Woolwich in December, 1809, launched July 4, 1814. Except that the area of the line of flotation and the depth of hold in the Nelson were greater, her draught was similar to that of the Caledonia.

Principal dimensions of the Nelson.

		ft.		in.
Length on the range of the first or lower gun-deck, from the rabbet of the stem to the rabbet of the stern-post		205	:	0¼
Breadth extreme		53	:	8
Depth of hold		24	:	0
Burden in tons 2617 $\frac{3}{94}$ths.				
Mainmast,	length	123	:	9
	diameter	3	:	5
Main yard,	length	109	:	3
	diameter	2	:	2
Bowsprit,	length	75	:	1
	diameter	3	:	0¼

It here appears, that the Nelson's depth of hold is 10 inches greater than the Caledonia's, and that the former's masts and yards, wholly on account of the alteration made in her hull, are considerably larger. The main mast and yard of the San-Josef, a late spanish three-decker of 2457 tons, were of the same dimensions as those of the Nelson; but the former's bowsprit was two feet [illegible] inches longer and two inches one-eighth thicker. The mainmast of the Commerce-de-Marseilles, the celebrated french three-decker brought from Toulon in 1793, was only one inch greater, and a quarter of an inch stouter, than the Nelson's; but the former's main yard was as much as eight feet one inch longer, and two inches and a half stouter, than that of the latter.

The Nelson not having yet been at sea, her qualifications as a

sailer and sea-boat, although the highest expectations are justly entertained of them, cannot at present be stated.

[b] The hired vessels appear to have been all discharged.

NOTES TO ABSTRACT, No. 24.

[a] The Howe and St.-Vincent; of a similar construction to the Nelson. The first, of 2619$\frac{4}{94}$ tons, began building at Chatham in June, 1808, and was launched March 28, 1815; the second, of 2612$\frac{5}{94}$ tons, began building at Plymouth in May, 1810, and was launched March 11, 1815. For the principal dimensions of these ships, and some account of their masts and yards, see the preceding page.

[b] One of these was the Isis, first built as a quarterdecked 50, of 1190 tons, draught-measurement, from the reduced lines of the late danish 80-gun ship Christian VII.; as were also the Salisbury, the single ship, of 1199 tons, in the first "Built" column of class T in No. 23 Abstract, and the Romney, the single ship, of 1227 tons, in the same column and class of the present abstract. After the Isis had been constructed, it was thought advisable to cut her in two, and add an additional port and space to her length; and also, to take away her poop, forecastle, and quarterdeck, or at least so much of the latter as reached from forward to about a beam afore the mizenmast. This made the Isis a flush two-decker, with a short quarterdeck, or large roundhouse, merely intended as a roof to the captain's apartments, and increased her measurement to 1321 tons. The number of guns she was to mount, in her old and in her new state, was the same, 58; but the alteration in her construction gave the Isis nearly a double superiority in force, as the following statement will show:

	Quarterdecked.			Flush.		
	Guns.		Pdrs.	Guns.		Pdrs.
First deck	22	long	24	28	long	24
Second deck	24	,,	12	2	,,	24
Quarterdeck	2	,,	6	28	carrs.	42
Forecastle	10	carrs.	24			
	58			58		
Broadside metal in lbs.		560			948	
Men and boys		350			450	

According to this, the Isis gained two additional ports of a side on her first, and three on her second deck, instead of one on each, as had previously been stated. The fact is, her foremost or bow-port (meant to be vacant) on the first deck was considered to be

sufficiently aft to admit a standing gun, and a fresh chase-port was cut through farther forward. This gave the ship 14 guns of a side on that deck. With respect to her second deck, the substitution of carronades for long guns caused the ports to be altered, and admitted them to be nearer together; which at once gave the required number.

The second of the two ships in the "Built" column of this class was the Java, of 1458 tons, constructed from a draught prepared by the surveyors of the navy, and made a trifle shorter and narrower than the Leander and Newcastle, but established with precisely the same force in guns and men.

The principal dimensions of the Java were,

	ft.	in.
Length of lower deck	171	: 11½
Breadth extreme	43	: 6
Depth in hold	14	: 3

Burden in tons 1458.

NOTES TO ABSTRACT, No. 25.

Whatever remarks may have suggested themselves upon the eligibility of this plan of reform in a national point of view, will be found in their proper place in the body of the work. Our present business is with the details of the system, particularly as they affect that arrangement or classification of the ships, which is the groundwork of these abstracts.

How to effect the change from one plan of rating to the other, without disorganizing the particular abstract, into which the new classification, from the date of its commencement, naturally fell, was long a subject of difficulty. At length, I decided to arrange the old and new classes in the manner adopted in the abstract before us, and to remove the ships to their new stations by the pair of converted columns; a method that, if not quite so intelligible as could be wished, possesses the merit of not disturbing, in the slightest degree, the arithmetical connection of the figures.

Class A is the same in each rating. B receives the San-Josef, and parts with the building ships, London and Princess-Charlotte. C takes the latter, along with the Ocean, and gives up the San-Josef. D merely parts with the building ship Trafalgar. Old E is extinct. Old F, or new E, takes the last-named ship, and parts with the Ocean, and becomes exalted from the second to the first rate. Old G is extinct. Old H, or new F, receives, along with promotion, the ship, the Prince, from the last class but one (old x and new X) of the abstract. Old K divides into new G and H, comprising the whole of the second rate; and old L and M distribute themselves into the first five classes of the third rate, I, K, L, M, and N. Old O is new P; and old P, by transferring its six individuals to

the hospital and receiving ship class, becomes extinct. It should here be remarked, that the official register of the new rating, as did that of the old, takes no note of the calibers of the guns, or of the size of the ships: hence, the seven new classes from I to P inclusive form but three in the admiralty list.

The explanation, just given, of the process of renoving the line classes may suffice, without investigating the remaining classes, further than to point out where, by the new arrangement, a class is raised above the heads of any other class or classes. Q, the first new under-line class, is an instance of this, having formerly rated three classes lower. The strict numerical gun-force is here, indeed, a little defective; as the ships of the next, or R class, carrying heavier metal, and being, as well as larger, a full third stronger in frame, ought to take precedence of the ships of Q.

The comparison made, in a former note, between the Isis in her intended, and the same ship in her actual state of construction, will best explain, why a flush ship, of any given number of guns, ought to be classed above, and not with, a quarterdecked ship of the same number of guns. Thus, R and S 58s, in the new rating, rank above T 58; that is, they do so in the abstract before us. But, in the official register, where no such distinction is acknowledged, the ships are all huddled together in one class; even although the ships of T are established with a less complement, by 100 men, than those of R or S. It is also worthy of remark, that, as the quarterdecked ships, now that they have the whole of their guns enumerated, rank much higher than formerly; so, except in the case (Q) cited in the last paragraph, and in any other (old and new R for instance) wherein a pair of bow-chasers may have been omitted, the flush ships, mounting no additional guns, undergo no change in their classification. Thus, M and N, from being close neighbours, separate, the one into Z, the other into D, with three classes intervening.

In the old rating there are 50, and in the new but 42, cruising classes. According to the official register, however, there should be but 36 of the latter; the two classes distinguished by caliber, (K and M,) the two by size, (O and P,) and the three by decks, (S, T, and E,) not finding places in it, while a 34-gun class, of one individual, is added. The reason for excluding the latter from the abstract will appear in a note to class Z, and that for admitting the whole of the former has already been stated. It should be mentioned that, when the new regulation was first adopted, two additional classes, an 82 and a 38, made their appearance in the list, and several of the ships in the other classes were differently arranged. But, shortly afterwards, the 82 was incorporated with the 80, and the 38 with the 42; and the other ships [illegible] the exceptions hereafter to be noticed, classed as they [illegible] this abstract.

But, besides the classes arranged under the heads "New Rating," the official list still contained a set of classes under the "Old Rating," such as the 98, the 64, the 50, the 38, [illegible]

32, and some others. The alleged reason for this was, that the ships composing those classes, being laid up for permanent "harbour-service," had no armament belonging to them. If entitled to no armament, why were they designated as 98, 64, 50 gun-ships, &c.? None of the ships in the new rating carry any guns until they are fitted for sea; and yet all alike bear a designation significant, not of their "ordinary," but of their commissioned force. The term is meant as descriptive of a class, composed of non-effective, as well as effective ships: why, then, not include the harbour-service ships among the former; or else, class them together as "harbour-service ships," without any reference to their original rank in the navy?

Having thus, in illustration of this rather complex abstract, entered, at a tolerable length, into the minutiæ of the plan upon which the new classification of the british navy is conducted, I shall proceed to point out and explain two or three of the more important of those few cases in which I have been induced, chiefly for consistency sake, to remove ships from one class to another, without the authority of the official list.

[a] Until the new system, the San-Josef mounted, on every deck, the same number of guns as the Ville-de-Paris. It appears, however, that the former ship is to carry 30, instead of 32, guns upon the third deck. Considering this either as a mistake in the register, or as an alteration not likely to be enforced when the ship is again, if she ever should be, fitted for sea, especially as the San-Josef is still allowed her 850 men, (50 more than a 110-gun ship's complement,) I have classed her as a 112-gun ship. The new plan of substituting Congreve's 24-pounders for the guns on the third deck, by equalizing the calibers in the two ships, renders nugatory the distinction between the classes of old B and C, and occasions the Ville-de-Paris and San-Josef to approximate more closely than ever in their armament.

[b] The Impregnable registers as a 104; and yet the Trafalgar, the building ship associated with her, is constructing from the former's draught, somewhat enlarged it is true, but chiefly in breadth, to increase her stability. Of the two 106-gun ships in the official list, the second is the Royal-Sovereign, of 2175 tons, a ship armed precisely as the 104s, except in being ordered two additional carronades for her quarterdeck; an alteration, in a three-decker, too insignificant and precarious to warrant the sacrifice of consistency. This consideration has induced me to substitute the Impregnable for the Royal-Sovereign; and the latter accordingly [illegible] with the 104s.

[c] The probability that the new plan of arming the third decks of three-deckers with Congreve's 24-pounders, instead of long 12 or 18 pounders, will extend to these ships, if any of them should hereafter be required, or be found serviceable enough, to go to

sea, is the reason that I have abandoned the former distinction between 18 and 12 pounder ships, and classed them, as in the official list, together.

* One of these ships, the Endymion, officially ranks as a 48. It is true that she mounts one gun of a side on the main deck less than the other five ships; but the latter were built from the same draught, and merely differ in being pierced for an additional port on the main deck. See p. 212. As the Endymion is old and nearly worn out, and her five class-mates, being built of soft wood, are not likely to survive her, I have chosen to retain the former with them, rather than remove her to a class, of which she would be the only individual. The official list contains a sixth 50-gun frigate, the Acasta; but, as she carries 18-pounders on the main deck, and is much smaller, I have ventured to assign her another place: moreover, she is an old ship, and cannot last many years longer.

† These five ships are the Acasta, Cambrian, Lavinia, Révolutionnaire, and Forte. The first is the ship referred to in the latter part of the last note; and the two next ships are officially classed as 48s: the two last-named, therefore, are the only cruisers of this class requiring to have their pretensions discussed. The Révolutionnaire, it is believed, usually mounted 18 carronades, besides two long guns, on her quarterdeck and forecastle, making 48 guns in all, and, being of 1148 tons, was well able to carry them; but she now officially classes as a 46. The Forte, measuring 1153 tons, was built, plank for plank, from the draught of the Révolutionnaire, and consequently possessed the same capacities. Most unaccountably, however, (unless it be considered as a peace-establishment,) the Forte has been assigned but 14 carronades, and, on that account, though manned with a full complement of a 46, descends to a 44. Considering that a war would instantly restore the Forte to her proper rank by the side of her prototype, I have ventured so to place her.

‡ The Seringapatam and Tigris, building from the draught of the late french frigate Présidente, afterwards named Piémontaise. The two former, the first of 1152, the second of 1162 (occasioned by a slight increase in her length from being constructed with a circular stern) tons, are registered as 46s; and, [illegible] January 1814, the Présidente appears to have mounted, [illegible] guns upon the main deck, twenty 32-pounder carro[illegible] nines upon the quarterdeck and forecastle, total 50 [illegible]

In fact, the Présidente could have mounted (she [illegible] in 1815) 30 guns on her main deck; and so can [illegible] being pierced for 32) the two ships building fro[illegible] official register classes as 48s the Loire and Sibylle. [illegible] these ships, obtaining two additional carronades each, [illegible] 48 guns; and so did the Amelia, Africaine, and Mah[illegible]

latter, indeed, mounted 50 guns. There would be an end to all useful classification, if such instances were not considered as accidental exceptions to the general rule.

[h] Take away the Naiad and Phaëton, and two foreign-built ships, the Alceste and Madagascar, and, between any two of the remaining 34 frigates, no greater difference of size can be found than 39 tons. Nor does that occur in more than one instance. Generally, the ships do not disagree in size beyond 15 tons.

[i] Of these three ships, the only one officially classed as a 44 is the Andromache. The remaining two, the Pique and Unité, class as 42s. The latter certainly appears not to have mounted more than 42 guns; (26 Gover's 24s on the main deck;) but, being the largest ship of the three, the Unité can as well mount 44 guns as the Andromache herself, when named the Princess-Charlotte, did 46, and the Pique the same. Such was the official oversight as to the latter ship's proper classification, that, in the old rating, she ranked only as a 32, from the time of her capture in 1800 until the 9th of April 1813, when an admiralty-order promoted the Pique to a 36, and this without at all augmenting her force, that already exceeding the establishment of her new class. Were these three ships to be transferred to the class next below them, the average difference in size between the 37 cruisers of the latter and them would be as much as 95 tons. Moreover, the 44 is a class that will soon disappear from the list.

[k] The Eurydice and Ganymede. The first, of 521 tons, from mounting on her quarterdeck two more 18-pounder carronades than established upon the 32-gun class, officially ranks as a 24. The second ship, of 601 tons, with more reason, (though mounting, like all these ships, but 22 guns on the main deck,) classed also, for a while, as a 24. Subsequently, the Ganymede registered (by mistake, as it would appear) as a 26; and thus the Eurydice was left as the only 24-gun ship in the british navy. In point of size, the Eurydice is rather exceeded by each of the three ships, with whom she and the Ganymede are here associated. Upon the whole, these two ships cannot, with any regard to consistency or practical utility, be classed any where else than where I have ventured to place them.

NOTES TO ABSTRACT, No. 26.

[a] These six ships, the Formidable, Monarch, Powerful, Thunderer, Vengeance, and Ganges, (since built at Bombay, of teak, and with a circular stern,) are from the draught of the Canopus, late Franklin, captured at the battle of the Nile, and are constructing with diagonal frames.

[b] These five ships, the Chichester, Lancaster, Portland, Southampton, and Winchester, constructed with diagonal frames and circular sterns, agree in dimensions with the Java, except in being four inches broader.

NOTES TO ABSTRACT, No. 27.

[a] An improvement upon the old quarterdecked (R) ship-sloop class, and established with twenty 32-pounder carronades on the main deck, and six 18-pounder carronades with two long sixes upon the quarterdeck and forecastle. One of them, the Niemen, was built of Baltic fir; and the single ship of this class, in the "Building" column of No. 26 Abstract, the Atholl, was constructing of larch, cut from the estate of the duke of Atholl.

[b] Surprising, indeed, that the navy-board should continue adding new individuals, by dozens at a time, (see the preceding abstracts,) to this worthless class.

There should have been a reference marked at the two "ordered" ships of class Q. One of them was named the President, built from the draught of the american frigate of that name. The other was the Worcester, similar to those noticed at the bottom of the preceding page.

NOTES TO ABSTRACT, No. 28.

[a] The Royal-George (first named Neptune) and St.-George; the latter building at Plymouth, and the former at Chatham, upon the lines of the Caledonia, without, we believe, the alteration that had been adopted in the case of the Nelson. See p. 625.

[b] The Ocean. This ship was intended to be of the same dimensions as the Dreadnought, Téméraire, and Neptune, that averaged 2121 tons, but her draught was extended so as to make her 2276 tons. However, the plan was not found to answer; and, having failed as a 110, the Ocean is now to try her success as an 80.

[c] (misprinted [b].) The Hastings, built in India of teak, and purchased by the british government. The first instance, we believe, of the kind, except in the smaller classes.

INDEX,

CONTAINING A

LIST OF PERSONS, NAMED IN THE WORK;

THE FOREIGNERS IN ITALICS.

Aallers, capt. N. S., iv. (1806) 363.
Abbot, J., ii. (1797) 105.
Abdy, capt. A., v. (1809) 140, 149.
Abell, lieut. W., ii. (1798) 205.
Abercromby, lieut.-gen. sir R., i. (1796) 529, ii. (1799) 446, 447, iii. (1800) 38, (1801) 125, 141, 149.
———, m.-gen., v. (1810) 451, 473.
Achmet-Djezzar, pacha, ii. (1799) 412, 414, 416, 424, 440.
Acklom, lieut. G., ii. (1797) 174, 175.
Acland, capt., i. (1795) 430.
A'Court, mid. E. H., iii. (1803) 295, 296, lieut. (1804) 414.
Acton, sir J., iii. (1804) 345.
———, mid. J., iv. (1806) 282.
Adair, capt. of mar. C. W., iv. (1805) 83.
———, mate W., iv. (1806) 337.
———, mid. J., v. (1808) 54, (1810) 365, (1811) lieut. 554.
———, Mr. R., v. (1808) 91.
Adam, capt. C., iii. (1801) 206, (1805) 445.
———, mid. C., v. (1808) 79, (1809) 259.
Adams, pur. A., ii. (1797) 147.
———, mate C., iii. (1803) 258.
Adamson, Mr. W., iv. (1805) 77.
Adderley, lieut. A., iv. (1806) 282.
Addis, lieut. E. B., vi. (1811) 39.
Adye, lieut. J. M., ii. (1798) 253.
Affleck, capt. W., i. (1793) 163.
———, capt. T., i. (1794) 324, (1795) 557.
Aguirre, capt. Juan, ii. (1797) 76.
Agassiz, lieut. J., iii. (1801) 124.
Agnew, major, i. (1795) 432.
Aikenhead, mid. J., iv. (1805) 64.
Aimes, lieut. G., i. (1794) 238.
Airey, lt.-col. G., iii. (1801) 140.
———, J., iv. (1806) 282.
Aitchison, mid. E., vi. (1816) 583.
Alaba, adm. don M., ii. (1798) 309.
Alava, v.-adm. de I. M., iv. (1805) 40, 41, 64.
Alberado, Vi., i. (1795) 333.
Albert, capt., ii. (1798) 347.
Aldham, pur. G., vi. (1813) 296.
Aldwinkle, lieut. of art., v. (1810) 398, 403, 419.
Alexander, capt. J., i. (1796) 500.
Alexander, mid. J., iv. (1807) 456, v. (1808) lieut. 82.
———, capt. T., v. (1808) 5, vi. (1812) 59, (1814) 466, (1815) 525.
Ali-Pacha, ii. (1798) 276.
Allary, capt. J., i. (1794) 182, iii. (1801) 125.
Allègre, lieut. A., v. (1809) 246.
Allemand, capt. Z. J. T., i. (1793) 156, (1794) 326, 327, (1796) 526, ii. (1799) 370, r.-adm. iv. (1805) 16, 23, 24, 153, 212, 213, 223, (1806) 334, v. (1808) 4, vice-adm. (1809) 149, 160, 174, 188, 205, (1810) 314, vi. (1812) 59, 62.
———, capt. J., v. (1809) 206.
Allen, mid. J., i. (1793) 158.
———, Mr. W., iv. (1805) 72.
———, lieut. C., v. (1809) 263, 264.
———, lieut. E. I., v. (1809) 297.
———, lieut. S., v. (1810) 468.
———, Mr. C., v. (1810) 468.
Allen, lieut. W. H., iv. (1807) 479, vi. (1812) 175, (1815) capt. 320, 324.
Alleyn, lieut. R. J., iv. (1806) 319.
Alms, capt. J., i. (1795) 415, 417, ii. (1799) 379, iii. (1800) 5, 6.
Alleyn, mast. J. C., vi. (1812) 146, lieut. 194.
Anderson, mid. L., ii. (1798) 253.
———, mid. J., iii. (1801) 107, lieut. iv. (1806) 381.
———, Mr. G., v. (1808) 79, 80, (1809) 259, 260.
———, capt. J., v. (1810) 354, 355, (1811) 491.
Andreoni, gen., ii. (1797) 164, (1799) 433.
Andrew, capt. J. W., vi. (1812) 93, 94.
Andrews, mast. G., i. (1793) 114.
———, lieut. G., i. (1794) 273.
———, mid. W., iv. (1806) 334.
———, mid. F., v. (1808) 46.
———, mast. H., v. (1808) 56.
———, mid. J., v. (1810) 411.
———, adj., vi. (1814) 406.
———, mid. J. H., vi. (1816) 584.
Angas, Mr. J., v. (1809) 259.
Angereau, gen., iii. (1804) 315.
Angus, capt. S., vi. (1813) 346.

Annesley, lieut. F. C., i. (1793) 123, v. (1810) 373, (1811) 543.
Anthony, mast., ii. (1792) 461.
———, lieut. C., vi. (1813) 355, capt. (1814) 484.
Antrim, mid. G., ii. (1798) 235.
Apodaca, r.-adm. S. R., ii. (1797) 141, 143.
Appleton, lt. of mar. T., iv. (1803) 180.
Apthorp, lieut. C., i. (1794) 290, iii. capt. (1801) 144.
Arbuthnot, Mr., iv. (1807) 428, 430, 436, 440.
———, lieut. hon. J., v. (1810) 340, vi. (1813) 259, capt. (1814) 432, 434.
Archbold, lieut. W., iii. (1803) 259.
Archer, lieut. J., vi. (1813) 226.
———, mid. W., vi. (1813) 514.
Arden, lord, ii. (1797) 35.
Ardesoif, lieut. C. B., vi. (1812) 101.
Arejanadoss, capt., iii. (1804) 371.
Argles, lieut. G., ii. (1797) 157, capt. iii. (1805) 449, iv. (1806) 331.
Argumosa, capt. T., iv. (1805) 46.
Arios, capt. don J., ii. (1799) 531.
Armstead, mid. J., v. (1809) 201, 212.
Armstrong, gen., vi. (1814) 419.
Arscott, lieut. T., iii. (1801) 408, iv. (1806) 356.
———, mate J., iv. (1805) 87, (1808) 54.
Arthur, capt. R., iv. (1807) 418, v. (1810) 321.
Artois, comte d', i. (1795) 361.
Ashbridge, lt. of mar. R. S., vi. (1812) 65.
Ashmore, lt. of mar. S., iv. (1805) 176.
Ashton, mid. H., v. (1810) 340.
Ashurst, mid., ii. (1798) 204.
Asherley, capt. of mar. J., iv. (1805) 91.
Atherson, capt. A., v. (1811) 458.
Athill, mid. J., v. (1809) 210.
Atkins, lt. of mar. C. E., v. (1809) 239.
———, capt. D., iv. (1805) 101, v. (1811) 510.
Atkinson, mast. T., ii. (1799) 422, 428, iv. (1805) 55.
Auchmuty, b.-gen. sir S., iv. (1807) 514, 516, vi. (1811) 38.
Auckland, mid., iii. (1801) 198.
Aubbert, capt. P., ii. (1799) 456.
Austen, capt. F. W., iii. (1800) 50, 53, (1805) 474, iv. 139, (1806) 268.
Austin, mid. S., iii. (1801) 172.
———, Mr. J., iv. (1805) 161.
Ayalde, capt. T., i. (1796) 512.
Aylmer, capt. J., i. (1796) 535.
———, capt. hon. F. W., vi. (1815) 571, 586.
Ayscough, capt. J., iv. (1806) 391, v. (1810) 356.
Ayton, mid. G. H., v. (1808) 46, mate, vi. (1812) 93.

Backhouse, b.-gen., iv. (1807) 513.
Baco, M., i. (1796) 457, 459.
Bacon, capt., i. (1795) 354.
Badcock, capt. W. S., vi. (1814) 446.
Bailey, mid. J. P., iv. (1805) 97.
Baillie, lt. of mar. E., iv. (1806) 327, capt. v. (1809) 201.
Baillie, capt., ii. (1799) 467.
Bain, capt. H., vi. (1811) 48.
Balmbridge, lieut. W., ii. (1799) 539, 540, iii. (1800) 18.
Bainbridge, capt. W., iii. (1802) 240, (1804) 423, vi. (1812) 182, 190, 193, 195, 197, 198, vi. (1813) 274, 275, 288, 304.
———, capt. J., vi. (1814) 423, (1815) 537.
Baird, Mr. J., iii. (1800) 9.
——, maj.-gen., iii. (1801) 154, iv. (1806) 393, 394.
——, mid. D., v. (1808) 35.
——, mid. W., vi. (1816) 584.
Baker, lieut. H. E. R., ii. (1797) 75.
——, capt. J., ii. (1799) 531, iii. (1800) 56, v. (1809) 261, (1811) 500.
——, capt. T., iii. (1800) 66, (1801) 82, iv. (1805) 25, 153, 154, 235, 239, 242, 244, 245, 297, v. (1808) 17, vi. (1813) 308.
——, lieut. H., iii. (1801) 109.
——, lieut. P. H., iv. (1806) 325, 326, 327.
——, lieut. H. L., iv. (1807) 468, v. (1811) 501, capt. vi. (1814) 457, 458.
——, mid. F., vi. (1812) 168.
——, mid. R. H., vi. (1816) 582.
Balderston, lieut. G., ii. (1799) 487.
Baldwin, Mr., i. (1793) 171.
———, lieut. J., vi. (1811) 29, 37.
Balfour, mid. W., ii. (1797) 63, iv. lieut. (1805) 188, 185.
Balgrosie, mid. D. lieut, v. (1809) 201.
Ball, capt. A. J., ii. (1798) 221, 274, 275, 281, 396, (1799) 396, 433, iii. (1806) 23, 30, (1801) 132, (1803) 477.
——, capt. H. L., ii. (1799) 438, 462, v. (1809) 143.
——, lt. of mar. A., iv. (1805) 71.
——, boatsw. J., iv. (1806) 351.
Ballantyne, capt. G., i. (1794) 282.
Ballard, capt. S. G., ii. (1798) 318, iii. (1801) 138, v. (1809) 277, (1810) 457.
———, capt. V. V., v. (1809) 275, 277, (1810) 321, 329.
Ballard, lieut. E. J., vi. (1813) 299, (1815) 551.
Ballchild, lt. of mar. G. E., iv. (1807) 450.
Ballinghall, lt. of mar. C. H., iii. (1800) 59, 60.
Bamborough, mast. J., i. (1794) 289.
Banks, lieut. J., vi. (1812) 74.
——, lieut. F., vi. (1813) 226, 226.
Bannatyne, mate J., v. (1809) 210.
Bannister, G., ii. (1798) 344.
Bant, mid. T., iv. (1805) 74.

Barrington-d'Hilliers, gen. ii. (1798) 392.
Barralier, capt., v. (1810) 368.
Barrhead, lieut. J., v. (1811) 494.
Barrier, mid. J., vi. (1816) 584.
Barrot, adj., iv. (1805) 255, 264.
Barclay, mast. A., iii. (1800) 68.
———, mid. J., iii. (1808) 258.
———, col., vi. (1812) 131.
———, capt. R. H., vi. (1813) 359, 369, 361, 363, 364, 366.
Bargas, capt. J., iv. (1805) 46.
Bargeau, capt. J. P., ii. (1798) 180, 197, 198, iii. (1803) 270.
Barker, lieut. J., ii. (1797) 75.
———, capt. S., ii. (1797) 136, 137.
———, capt. G., ii. (1798) 273, (1799) 324.
Barling, Mr. H., i. (1795) 413.
Barlow, capt. R., i. (1793) 66, (1794) 180, ii. (1797) p. 133, 135, iii. (1800) 48, (1801) 264, (1803) 268.
Barnard, capt. J., ii. (1799) 494.
Barnes, J., E. I. ser., iv. (1806) 351.
———, mid. J., v. (1811) 543.
Barney, com. J., vi. (1814) 437, 440, 446, 447, 448, 457.
Barrallier, M. L. C., vi. (1813) 208.
Barras, ii. (1799) 442.
Barré, capt. J. B., ii. (1798) 227, (1799) 381, com., vi. (1812) 93, 97.
Barrecut, capt. M. P., ii. (1799) 471.
Barrett, lieut. J., i. (1795) 427, capt. v. (1808) 17, 109, 111, (1809) 265.
Barrette, lieut. G. W., vi. (1813) 313, 314.
Barrie, lieut. R., iii. (1801) 197, iv. (1807) capt. 487, v. (1809) 206, 252, (1811) 528, 529, vi. (1814) 437, 439, 479, 480, (1815) 524.
Barrois, col., vi. (1811) 30, 32.
Barron, com. J., iv. (1807) 474, 477, 478, 481.
Barrow, lt.-col. T., ii. (1798) 363.
Barry, mate E., v. (1808) 80.
——, maj. A., v. (1810) 438.
Bartholomew, capt. D. E., vi. (1814) 454, 460, 466, (1815) 525.
Bartlett, mast., vi. (1812) 565.
Barton, capt. R., i. (1796) 515, 517, iii. (1801) 126, iv. (1805) 208, (1807) 508, v. (1809) 255, 309, (1811) 479.
———, lieut. R. C., v. (1809) 261.
———, pur. J. T., vi. (1814) 430.
Barwell, mid. N., v. (1811) 542.
Basden, par. W. B., vi. (1814) 510.
Basham, lieut. W., ii. (1797) 87.
Bashford, lieut. J., iv. (1805) 64, v. (1809) 265.
Basset, lieut. W., iii. (1801) 422.
Bastard, capt. J., iv. (1806) 354, vi. (1812) 132.
Bastie, r.-adm., v. (1811) 492.
Bastin, lieut. R., iv. (1806) 361.
Bastin, par. T., lt. (1807) 502, v. (1808) 59.
Bate, lt. of mar. W., v. (1810) 466.
Batenberg, lt.-col., iii. (1806) 421.
Bates, lieut. J. J., vi. (1813) 270.
Bathurst, capt. W., ii. (1799) 374, v. (1808) 23, 91, (1809) 192.
Batson, Mrs. i. (1793) 41.
Batt, capt. J. B., v. (1809) 149.
Batten, mid. J., v. (1808) 42.
———, mast. J., v. (1809) 249.
Battersby, lieut. H. R., v. (1809) 249.
Baudin, capt. T. A., iv. (1805) 200, 201, 204, 208, 210, v. (1809) 203, r.-adm. 206, 209, (1810) 320, (1811) 478, vi. (1812) 63.
———, lieut., iv. (1806) 351.
Baudot, gen., iii. (1801) 148.
Baugh, lieut. H., v. (1808) 58.
Baumgardt, lieut. W. A., v. (1809) 247, (1810) 358, 363.
Baxter, lt. of mar. G., vi. (1816) 583.
Bayle, M., i. (1795) 116.
Bayley, mid., ii. (1799) 489.
———, capt. J., vi. (1815) 564.
Bayues, col. E., vi. (1813) 354.
Bayntun, capt. H. W., iii. (1803) 270, 272, (1804) 342, (1805) 469, iv. 37, 47, 90, 128.
Bayton, J., E. I. ser., iv. (1806) 351.
Beatly, capt. L., i. (1793) 86, (1794) 180, (1795) 349, 382, ii. (1799) 446.
———, capt. H., ii. (1797) 171, iii. (1800) 42.
Beaver, com., i. (1790) 182, 228.
Beale, mid. F., i. (1795) 385.
Beasley, mid. F., iv. (1805) 162.
Beatly, lieut., ii. (1799) 427.
Beatty, lt. of mar. G., ii. (1799) 420.
———, lieut. G., iii. (1803) 297.
———, mid. D. M., vi. (1814) 583.
Beauchamp, M., ii. (1799) 442.
Beauclerk, capt. lord A., i. (1793) 122, (1795) 389, (1796) 474, v. (1809) 193.
Beaudoin, capt., iv. (1805) 87.
Beaudouin, capt. L. A., iii. (1803) 276, iv. (1805) 39.
Beaufort, lieut. F., iii. (1800) 80, 81.
Beauharnais, aide-de-camp E., ii. (1799) 411.
Beauvoisin, col., ii. (1799) 414.
Beaver, capt. P., iii. (1800) 13, 15, 17, (1801) 142, v. (1809) 302, 335, (1810) 474, vi. (1811) 47, 58.
———, mast. J., vi. (1812) 76.
Beazeley, mid. G., v. (1808) 46.
Beckett, Mr. J., v. (1810) 373.
Beckwith, lt.-gen., v. (1809) 301, sir G., (1810) 457.
———, maj.-gen., vi. (1813) 337, 339.
Bedar, lieut. M., ii. (1798) 279.
Bedford, lieut. W., i. (1794) 257, capt.

(1795) 349, iv. (1806) 356, v. (1809) 143.
Bedford, mid. F., ii. (1798) 321, lieut. iii. (1801) 204.
———, lieut. J., iv. (1805) 71.
Bedingfield, mid. T. W., iii. (1804) 392.
Bedout, capt. J., i. (1793) 353, ii. (1797) 6, r.-adm. ii. (1799) 371.
Beecroft, mid. C., i. (1796) 463.
Beese, capt., i. (1795) 404, 405.
Beever, mid. A., vi. (1813) 271.
Beghie, lieut. J., v. (1809) 201, 212.
Belcher, mate P., vi. (1814) 406.
Belchier, lieut. N., ii. (1799) 487, v. (1809) 270.
Belding, lieut., vi. (1811) 19.
Bellanger, lieut. P. J. P., i. (1794) 286.
Bell, lieut. G., ii. (1797) 23.
——, mid. J., iii. (1801) 198.
——, mast. J., iv. (1805) 180.
——, lieut. C., iv. (1806) 327, v. (1810) capt. 350, 351.
——, mast. H., v. (1808) 59, (1810) 365.
——, lieut. C. J., vi. (1814) 567.
Bellaire, mid. H., iv. (1805) 103.
Bellamy, lieut. J., iii. (1801) 205, capt., vi. (1812) 99, (1813) 262.
Bellenger, capt. J. P., v. (1809) 137.
Belli, lieut. G. L., iv. (1807) 449.
Belliard, gen., iii. (1801) 151, 153.
Bennet, capt. H. A., i. (1794) 553, v. (1808) 131.
Bennett, mid. hon. Mr., i. (1794) 238.
———, lieut. C., iv. (1805) 71, 125, v. (1808) 78.
———, capt. R. H. A., iv. (1806) 298.
———, lieut. J., v. (1808) 116.
———, lieut. T., v. (1808) 80.
———, lieut. M., vi. (1813) 256.
Bensa, capt. J. F., i. (1795) 374.
Benson, lt. of mar. J., iv. (1805) 77.
Bentham, lieut. G., v. (1809) 262, (1810) 344, capt. vi. (1814) 509, (1815) 572.
———, mid. C., v. (1811) 542.
Bentinck, capt. W., i. (1794) 189, 226.
———, lt.-gen. lord W., (1813) 244.
Beopon, lt. of mar. B. G., vi. (1814) 461.
Berard, capt., i. (1794) 182, v. (1808) 75.
Berresford, capt. J. P., i. (1795) 408, (1796) 453, iv. (1805) 127, 199, v. (1808) 5, (1809) 140, 143, 149, 172, vi. (1812) 69, 81, 162.
———, gen., iv. (1806) 394.
Bergellet, vi. (1812) 110, 111.
Bergeret, capt. J., i. (1795) 336, 343, (1796) 464, 465, ii. (1798) 344, (1799) 370, iii. (1801) 125, iv. (1805) 172, 177, v. (1809) 137, 149.
Bergeron, capt. M. C., ii. (1798) 180, (1799) 370.
Berkeley, capt. hon. G. C., i. (1794) 180, 258, ii. (1799) 369, 370, r.-adm. 390, v.-adm. iv. (1807) 475, 477, 484.
Berkeley, capt. V. C., ii. (1797) 71, 72, 73, 79, 119.
Berkley, hon. F., iii. (1803) 296.
Bernadotte, gen., ii. (1798) 217.
Bernard, Mr., ii. (1798) 308.
———, lieut. H. R., vi. (1813) 256.
Berntorff, count, iii. (1800) 93.
Berrenger, capt. C., ii. (1799) 370, iii. (1805) 468, iv. 39.
Berry, capt. E., ii. (1797) 58, 59, (1798) 221, 265, 339, 341, 346, iii. (1800) 25, iv. (1805) 37, 40, (1806) sir E., 268, 291.
——, mid., iii. (1801) 123.
——, lieut. J., iv. (1805) 106.
Bertaud-la-Bretèche, lieut. J. M., v. (1809) 209, 211.
Berthelin, lieut. M. T., i. (1796) 457.
Berthier, gen., ii. (1799) 433, iii. (1803) 309.
Berthollet, M., ii. (1799) 435.
Bertie, capt. A., i. (1793) 81, 130, (1794) 189, (1795) 350, ii. (1799) 399, r.-adm. v. (1808) 101, (1810) 401, 457, 473, 474.
———, capt. T., ii. (1799) 446, iii. (1801) 97, iv. (1804) 266.
Bertram, lieut. C., v. (1809) 35, 36.
Bertrand, i. (1793) 65.
Bescod, capt. P. M., ii. (1799) 370.
Best, mate R., iii. (1801) 171.
Bettesworth, lieut. G. E. B., iii. (1804) 355, capt. (1805) 437, v. (1808) 49, 50, 51.
Bettom, mid. N., ii. (1798) 253.
Bevan, lieut. R., i. (1794) 234.
Bevians, lieut. W., ii. (1797) 75, v. (1809) capt. 149.
Beville, capt. C., vi. (1813) 222.
Bevis, lieut T., vi. (1811) 30.
Bezuwer, capt., i. (1796) 535.
Bickerton, capt. sir R., i. (1794) 243, ii. (1798) 212, r.-adm. iii. (1801) 142, (1803) 263, 266, (1804) 344, (1805) 469, iv. 39.
Bidile, lieut. J., vi. (1812) 161, capt. (1813) 346, (1814) 472, (1815) 562.
Bignell, lieut. G., vi. (1813) 263.
Bigot, lieut. J. B., i. (1796) 497.
——, lieut. J. G., ii. (1798) 319, 321, (1799) 370, capt. iv. (1806) 265.
Billiet, capt., iv. (1805) 173.
Bingham, lieut. J., i. (1794) 257, capt. v. (1808) 93, 94.
———, capt. A. B., vi. (1811) 11, 12, 17, 19.
Binns, Mr., vi. (1812) 125.
Birbeck, mast. M., iii. (1804) 398.
Birch, mate J., iv. (1806) 378.
Birchall, lieut. W., i. (1796) 515, capt. iii. (1801) 97.
Bird, mid. J. G., iv. (1805) 161.

Bird, capt., vi. (1814) 466.
Bishop, lieut. G., vi. (1813) 327.
Bissell, capt. A., iii. (1803) 272, 280, 281, iv. (1805) 217.
———, lieut. W., v. (1809) 154.
Bisset, capt. J., ii. (1797) 145, iv. (1805) 266.
Blissett, lieut. A., v. (1808) 127, 128.
———, lt. of mar. J. J. P., vi. (1816) 584.
Black, lieut. J., iv. (1805) 69, capt. vi. (1813) 245, 259.
Blacker, lieut. S., v. (1810) 344.
Blackadon, lieut. T., vi. (1813) 264.
Blackler, lieut. R. T., v. (1810) 419.
Blackmore, mid. A., v. (1809) 201.
Blackstone, mid. T., iv. (1806) 357.
Blackwood, lieut. H., i. (1794) 227, 257, capt. ii. (1798) 323, 324, iii. (1800) 23, 27, iv. (1805) 32, 44, 47, 90, 118, 141, (1807) 433, 435, v. (1810) 315, 316, 317, 320, 326.
Blair, mid. H., v. (1811) 531.
Blake, lieut., iv. (1806) 375.
——, Mr. J., v. (1809) 245.
Blake, col., vi. (1812) 192.
Blakeley, capt. J., vi. (1814) 428, 432.
Blakeney, lt. of mar. R., v. (1809) 221.
Blamey, capt. G. W., v. (1809) 194.
Blanch, lt. of mar., ii. (1797) 174.
Bland, lieut. L. O., i. (1795) 402, ii. (1797) 80, capt. (1798) 331, 332, 353.
——, lt. of mar. T., iv. (1805) 191.
Blankett, capt. J., i. (1795) 427, 429, (1796) 535, r.-adm. ii. (1799) 438, iii. (1801) 154.
Blanquet, r.-adm., ii. (1798) 217, 230.
Blavet, capt., i. (1794) 182.
Blennerhasset, lieut. G., v. (1806) 123.
Blessing, capt., v. (1808) 19.
Bligh, capt. R. R., i. (1794) 243, 261, 263, r.-adm. 264, 344, 353.
——, lieut. J., ii. (1797) 75, capt. iii. (1804) 412, 417, 419, iv. (1807) 411, 463, v. (1809) 143, (1810) 335.
——, capt. W., ii. (1797) 97, iii. (1801) 97, (1805) 433, v. (1809) 163, 170, 172.
——, lieut. G. M., iv. (1805) 39, v. (1811) capt. 348.
Blomefield, maj.-gen., iv. (1807) 424, gen., vi. (1814) 390.
Blow, lieut. J. A., v. (1800) 26, v. (1808) 106, v. (1811) 503, 504.
Bloye, capt. R., vi. (1812) 88, 90, (1813) 208, 259.
——, mid. W., vi. (1813) 259.
Blücher-von-Wahlstadt, r.-adm., ii. (1797) 98, iii. (1804) 421.
Blackie, lt. of mar. W., vi. (1815) 243.
Blucke, lieut. R. S., iii. (1804) 379, iv. (1806) 267.
Blunt, col., iii. (1801) 231.
Blyth, lieut. S., v. (1809) 386, (1811) 495, 496, 497, capt. vi. (1813) 315, 317.
Blythe, mid. J., ii. (1797) 157.
Boardman, mate F., v. (1809) 259.
———, lieut. R. B., v. (1811) 531.
Bodie, J., iv. (1807) 485.
Boger, lieut. C., iii. (1800) 76, 77.
———, lt. of mar. R., v. (1809) 46.
Bogue, pur. J., vi. (1813) 273.
Bolleau, lieut. F., iv. (1807) 438.
Bois-Sauvage, capt., i. (1793) 79.
Boisot, capt. C. L. P. de, v. (1809) 252.
Bolman, mid. H., iv. (1805) 199.
Bolton, mid. W., i. (1795) 399.
———, capt. W., ii. (1799) 503, 504, iii. (1801) 97, (1804) 324, iv. (1807) 509, v. (1809) 192, vi. (1812) *dr.* 69.
———, mid. B., vi. (1812) 93.
Bompart, capt. J. B. F., i. (1793) 142, 143, 147, (1794) 182, ii. (1798) 179, 180, 181, 184, 185, 198, 211, 278, 368.
Bon, gen., ii. (1798) 217, (1799) 411, 414.
Bonafoux-Murat, capt. J. B., vi. (1813) 222.
Bonamé, capt. F. M. J., v. (1809) 206.
Bonaza, capt. R., ii. (1797) 141.
Bonnie, lieut. J. B., ii. (1798) 299, iii. (1801) 221.
Bond, mid. R., iv. (1806) 378.
——, mate J. H., vi. (1815) 562.
Bone, lieut. W., v. (1809) 257.
Bones, lieut. R., v. (1809) 208.
Bonnefoux, com., i. (1793) 79.
Bonnefoy-de-Montbazin, lieut. L. C. G., v. (1809) 271.
Bonnie, lieut. B., v. (1810) 336.
Boorder, capt. J., ii. (1799) 435, 495, 496.
Botherel-Lahretonnière, lieut. C., v. (1809) 215.
Bouchard, gen., ii. (1799) 410.
Boudet, gen., iii. (1802) 248.
Bougainville, comte de, iv. (1805) 165.
———, capt. H. Y. P., vi. (1814) 388.
Bounton, lieut. J., iv. (1805) 241.
Bourayne, capt. C. J., iv. (1806) 338, 340, v. (1808) 101, 105.
Bourbon, duc de, i. (1793) 361.
Bourchier, lieut. H., iv. (1805) 190, capt. v. (1811) 484, 488, 490.
Bourdé, capt. G. F. J., ii. (1797) 90, (1798) 303, 304, iv. (1807) 403.
Bourgeois, E. J. R., v. (1809) 171.
Bourgonnière, mid., iii. (1804) 397.
Bourienne, M., ii. (1799) 435.
Bourne, lieut. R., ii. (1797) 168, 169, iv. (1805) 253.
———, lieut. H., v. (1810) 363.
Bouverie, capt. hon. D. P., iv. (1807) 514, vi. (1812) 83, 88, 90.
Bouvet, com. P. J., i. (1793) 79, (1794) r.-adm. 182, 223, 247, 250, (1795) 334,

ii. (1797) 6, r.-adm. 7, 8, 10, 11, 12, 15, 39.
Russel, capt. L., ii. (1799) 549.
———, lieut. P. F. H. E., v. (1810) 380, (1810) capt. 407, 416, 438, 443, 445, vi. (1813) 265, 266, 268, 275.
Boyer, lieut. E. T., ii. (1797) 39.
Bowsler, capt. E., ii. (1799) 370.
Bowen, mast. J., i. (1794) 211, lieut. 258, capt. ii. (1798) 283, 285, (1799) 462, 466, v. (1808) 132.
———, lieut. R., i. (1794) 311, 312, 315, capt. 322, 323, (1796) 512, 513, 514, 517, 522, ii. (1797) 72, 73, 78, 82, 84, 87.
———, lieut. G., i. (1796) 517, vi. (1813) 253.
———, capt. W., ii. (1799) 374.
———, lieut. J., iii. (1803) 270.
———, lieut. W., iv. (1805) 180.
———, mid. R. C., vi. (1816) 583.
Bowes, mid. W. J., iii. (1801) 108.
Bowie, Mr., vi. (1815) 534, 535.
Bowler, mid. W. P., iv. (1805) 248.
Bowles, capt. W., iv. (1807) 418.
Bowyer, r.-adm. G., i. (1793) 86, (1794) 179, 217, 227, *sir* G. 256, 258.
———, gen., iv. (1807) 513.
Boxer, mid. J., ii. (1799) 416, 420, lieut. iv. (1807) 453, capt. vi. (1812) 67.
——, lieut. E., v. (1809) 210.
Boyce, mid., i. (1794) 239.
——, lieut. C., vi. (1815) 564, 565.
Boyd, mid. G., i. (1793) 140.
——, lieut. W. S., iii. (1803) 297.
Boyle, capt. hon. C., iii. (1804) 392, (1805) 467, iv. 190.
——, mate B., vi. (1814) 574.
Boyle, capt. T., vi. (1815) 539.
Boyles, capt. C., i. (1794) 292, iv. (1805) 2, (1806) 379, (1807) 432, v. (1808) 10.
Boys, capt. T., i. (1793) 383, v. (1808) 36.
——, capt. C. W., v. (1809) 197, 246.
Boyter, mate A., v. (1809) 201.
Bruce, capt. E., ii. (1798) 198, iv. (1805) 24, v. (1808) 51, (1809) 280, vi. (1813) 241, (1814) 371, (1816) 571.
Bradford, lieut. G., i. (1794) 325.
———, mid. G. M., vi. (1813) 343.
Bradley, capt. W., i. (1794) 180, iv. (1807) 458.
———, capt. J., ii. (1797) 171.
———, lieut. W., v. (1809) 201.
———, lieut. J., vi. (1811) 39.
Brady, mid. W. B., v. (1809) 201, 212.
Brasier, capt. D., v. (1811) 193, vi. (1812) 67, vi. (1814) 434.
Braithwaite, col., i. (1793) 172.
———, lieut. W., iii. (1803) 290, 291, (1804) 414.
Brand, lieut.-col. G. H., vi. (1804) 491, 492.
———, mid. W. H., vi. (1813) 253.
Brand, lieut. W. A., vi. (1813) 327.
Brattle, lt. of mar. T., v. (1808) 111.
———, lt. of mar. J., v. (1810) 456.
Bray, Mr. J., ii. (1799) 423.
——, Mr. S., v. (1809) 323, 324.
——, lieut. J., iii. (1801) 145, iv. (1805) 78.
Brenner, capt. J. J. G., vi. (1813) 234, 238.
Brenton, capt. J., ii. (1799) 494, 512, 514, iii. (1801) 163, 177, 189, (1803) 272, 276, iv. (1807) 484, 486, v. (1808) 7, *sir*, 8, (1809) 212, 247, (1810) 357, 359, 363.
———, capt. E. P., iii. (1803) 290, 298, v. (1808) 125, (1809) 360, vi. (1812) 136.
———, Mr., vi. (1814) 563.
Bretel, capt. J. F. J., iii. (1801) 137.
Breton, capt. F. D., v. (1809) 288, (1810) 328, 390, vi. (1814) 409.
Brett, mast. J., iv. (1806) 337.
Brierly, mast. A., iii. (1801) 102, 117.
Brice, lieut. N., v. (1808) 67.
Bridge, Mr. P., iii. (1800) 26.
———, mid. P. H., iii. (1803) 270.
Bridges, mid. G. F., v. (1809) 219.
Bridgart, r.-adm. lord, i. (1794) 256, 265, (1795) 349, 350, 353, 356, 357, 358, 361, (1796) 436, ii. (1797) 31, 32, 33, 34, 36, 37, 48, 117, (1798) 155, 159, 189, (1799) 369, 372, 389, 399, iii. (1800) 6.
Briggs, lieut. J., ii. (1798) 353, 356.
———, capt. T., iii. (1801) 132, iv. (1806) 391, v. (1810) 474.
———, Mr., iv. (1807) 453.
Brigstock, mid. J. R., vi. (1814) 594.
Brine, capt. A., i. (1794) 323.
Brisac, capt. G., i. (1793) 127, (1796) 498.
Brisbane, lieut. C., i. (1794) 273, 276, capt. (1795) 379, 417, ii. (1798) 122, iii. (1801) 214, (1803) 270, iv. (1806) 267, 371, (1807) 508, 509, 511, 512, 515.
———, lieut. W. H., i. (1794) 299.
———, capt. J., iii. (1801) 97, v. (1809) 223, (1810) 313, (1811) 538, vi. (1813) 221, (1816) 571, 588.
———, mid. J. S., v. (1809) 269.
———, maj.-gen., vi. (1814) 456, 503.
Bristow, mid. W., iii. (1801) 122.
Brock, col. J., iii. (1800) 94.
Brodie, lieut. T. C., ii. (1799) 421.
Broke, capt. P. B. V., v. (1808) 121, vi. (1812) 130, 131, 132, 134, (1813) 283, 284, 285, 287, 288, 291, 295, 302, 303, 304, 307, (1814) 402.
Brokenshaw, mast. L., iv. (1805) 106.
Brooke, col., vi. (1814) 464, 465.
Brookes, mid., iv. (1807) 473.
Brooks, J., ii. (1797) 105.
———, mid. E. F., iv. (1805) 186.
———, Mr. J., iv. (1805) 89.
Brumley, capt. R. H., iii. (1805) 455, iv. (1806.)
Brun, gen., iii. (1801) 146.
Bruson, mid. J., iv. (1807) 479.

Bruce, lt. of mar. J., vi. (1813) 297.
Brueard, capt. G. A., iv. (1805) 39, v. (1809) 205.
Brueghton, capt. W. R., iii. (1804) 324, iv. (1806) 297, v. (1809) 143, 162, (1810) 474, vi. (1811) 38, 44, 47.
———, capt. J., v. (1808) 28.
Brownell, capt. W., i. (1795) 349, ii. (1799) 390.
Brown, capt. W., i. (1794) 180, ii. (1798) 171, (1799) 374, 397, iv. (1805) 2, 37.
———, capt. J., i. (1794) 303, 314.
———, Mr. W., i. (1795) 420.
———, major, i. (1795) 434.
———, mid. A., ii. (1798) 232.
———, mast., ii. (1798) 355.
———, Mr. J., iii. (1801) 218, 219.
———, capt. R. H., E. I. ser., iii. (1804) 359.
———, mid. T., iv. (1805) 64.
———, mid. W., iv. (1805) 72.
———, lieut. S., iv. (1805) 248.
———, lieut., iv. (1806) 375.
———, lieut. J., v. (1808) 124.
———, lt.-arm. P., v. (1810) 468.
———, mate W., vi. (1812) 193.
———, pur. D., vi. (1813) 315.
———, capt. T., vi. (1814) 402, 438, 440.
———, lieut., vi. (1814) 487.
Browne, capt. R., ii. (1797) 144.
———, mate R., iv. (1805) 108.
———, capt. P., v. (1809) 189.
———, capt. T., vi. (1812) 59.
Bruce, maj.-gen., i. (1793) 164, 165.
——, mid. C., v. (1809) 259, (1810) 366, vi. (1813) 246, (1814) 373.
——, lieut. W. H., v. (1810) 338, vi. (1812) 118.
Brues, maj.-gen., v. (1809) 193.
Brueys, r.-adm. E., i. (1796) 439, ii. (1797) 50, (1798) v.-adm. 217, 219, 227, 230, 231, 234.
Brulbize, capt. A. A. M., ii. (1798) 235, (1799) 370, iii. (1804) 360.
Brune, com. E., i. (1793) 79, (1795) r.-adm. 396, ii. (1797) 169, (1798) 368, (1799) 371, 376, 388, iii. (1800) 59, (1804) 332, 350.
Brune, gen., ii. (1799) 453, 454.
Brunet, lieut. C., iv. (1805) 200.
Brush, lieut. O., vi. (1814) 44.
Buchan, lieut. E., vi. (1813) 363, 365.
Buchanan, lieut. W., ii. (1798) 267, vi. (1812) 78.
———, capt. J., ii. (1799) 464.
———, mid. C. M. D., vi. (1813) 264.
———, lieut. A., v. (1810) 462.
Buckingham, duke of, i. (1636) 31, 32.
Buckle, mid. T. D., vi. (1813) 271.
Buckly, mast. W., iii. (1800) 56.
Buckner, r.-adm. C., ii. (1797) 92, 93, 94.
Buckell, lieut. R., i. (1795) 414.
Budd, lieut. G., vi. (1813) 297, 299.
Buddin, mid. W., iv. (1806) 381.
Buget, h.-gen., iii. (1800) 12.
Bulle, capt., ii. (1799) 381.
Bulford, lieut. J., vi. (1812) 168, (1814) 382.
Bulger, lt.-arm., vi. (1814) 490, 491.
Bulkeley, mid. R., iv. (1805) 89.
Bulkley, lt. of mar. R., ii. (1797) 80.
Bull, lieut. J., iv. (1805) 467, capt. vi. (1814) 491, 495.
Bullen, lieut. C., ii. (1797) 110, 111, 113, iv. (1805) 37, capt. v. (1809) 207, vi. (1812) 99.
———, capt. J., i. (1794) 471 (1796) 273.
———, mid. J., iv. (1806) 281.
Buller, lieut. W., i. (1794) 227.
———, capt. E., iv. (1805) 2, r.-adm. sir E. v. (1810) 434.
Bullman, clerk C., ii. (1798) 347.
Bully, mid. G., ii. (1778) 253, iv. (1805) lieut. 77.
Bulteel, capt. R., ii. (1799) 446, iii. (1800) 65.
Bun, Mr E., iii. (1801) 109.
——, col., iii. (1801) 232.
Bunce, capt. of mar. R., iv. (1806) 312, v. (1811) 48.
Buonaparte, N., i. (1793) 103, 104, 107, (1796) 445, ii. (1797) 90, (1798) 160, 163, 164, 217, 218, 225, 226, 232, 257, 267, 289, (1799) 411, 412, 413, 426, 432, 434, 437, 439, 440, iii. (1800) 4, 20, (1801) 134, 160, (1802) 246, (1803) 254, 264, (1804) 313, 319, 335, 347, 350, 434, 461, 465, 486, 494, iv. (1805) 16, 19, 29, 135, 165, 184, 253, (1806) 309, (1807) 408, 409, 425, 437, 459, v. (1808) 2, (1809) 184, 189, 191, (1810) 312, (1811) 492, vi. (1812) 59.
———, capt. J., iv. (1805) 243, 265, 297.
———, gun. J., iv. (1806) 309, 310.
———, L., v. (1809) 189.
Burdett, lieut. G., ii. (1797) 75, capt. vi. (1813) 325.
Burdwood, lieut. D., ii. (1797) 146.
Burgess, lieut. W., i. (1794) 237.
———, capt. R. E., i. (1795) 389, (1796) 459, ii. (1797) 97.
———, lieut. S., iii. (1801) 229, vi. (1816) 576, 586.
Burgues-Missiessy, r.-adm., iv. (1805) 212.
Burke, lieut. H., i. (1796) 458, iii. (1800) 57, 58, 60, 72, iii. (1803) capt. 284.
———, lieut. W., iii. (1801) 216, 217.
Burlton, lieut. G., i. (1794) 287, (1795) 402, capt. 301, ii. (1799) 395, iv. (1807) 411, v. (1809) 143, (1811) 479, vi. (1813) 221, (1814) 371, r.-adm. (1815) 564.
———, lieut. J., v. (1809) 210.
Burn, capt. J., iii. (1801) 114.
Burnel, M., i. (1796) 437, 499.
Burnet, Mr. R., iv. (1806) 373.

Burnet, W., vi. (1811) 19.
Burney, mate F., iii. (1801) 122.
———, Mr. W., v. (1808) 129, 132.
Burns, Mr. J., ii. (1798) 347.
——, lieut. J., v. (1809) 285, (1810) 389, 407, 410, 418.
Burnside, Mr. R., v. (1809) 260.
Burrard, lt.-gen., iv. (1807) 424.
Burroughs, lieut. C., ii. (1797) 113.
Burrowes, capt. A. S., iv. (1806) 375.
Burrows, lieut. J., i. (1796) 450.
Burrows, lieut. W., vi. (1813) 315, 316.
Burstal, mast. R., iii. (1803) 288, 289.
Burt, mid. G., v. (1810) 344.
Burton, lt. of mar. C. P., ii. (1799) 419, vi. (1815) 582.
———, lt. of mar. W., v. (1809) 261, vi. (1813) 240.
Bush, lieut. G., iv. (1807) 484.
Bush, lieut. W. S., vi. (1812) 146.
Bushby, lieut. G., ii. (1797) 80, (1799) 419.
Busigny, capt. of mar. S., iv. (1805) 89.
Buthune, Mr. C., v. (1811) 526.
Butler, lieut. J. E., i. (1793) 143.
———, mid. J. O'B., v. (1808) 79, 80.
Butt, capt. H. S., iii. (1800) 60.
Butterfield, lieut. W., ii. (1798) capt. 160, 335.
Buyskes, r.-adm. A. A., v. (1810) 327.
Byam, capt. W. H., vi. (1812) 135.
Byard, capt. sir T., i. (1793) 94, (1794) 275, ii. (1797) 97, (1798) 163.
Byng, adm. hon. J., i. (1794) 178.
——, capt. G., iv. (1806) 386, 393.
——, capt. H. D., v. (1811) 10, vi. (1813) 342.
Byrn, r.-ad. E., iii. (1801) 218.
Byron, capt. R., v. (1810) 338, vi. (1812) 116, 117, 118, 120, 121, 122, 134, (1813) 325, 326.

Cable, mid. C. P., iv. (1805) 98.
Cadet-Rey, ii. (1798) 277.
Cadogan, capt. hon. G., vi. (1813) 251.
Cagigal, capt. F. X., iv. (1805) 46.
Cahuac, lieut. of mar. B., iii. (1804) 414, 418.
Calder, lieut. H., v. (1808) 50, 51.
Calabria, duke of, iv. (1806) 309.
Calder, capt. R., i. (1794) 243, ii. (1797) 44, r.-adm. sir R., iii. (1803) 433, 438, iv. (1805) 1, 2, 4, 17, 19, 29, 30, 36, 38, 134, 221, 222, 227, 232.
Caldwell, r.-adm. B., i. (1793) 86, 179, (1794) 322, r.-adm. (1795) 409, (1796) 527.
———, mate J., v. (1809) 201, 212.
Caley, mid. C., vi. (1816) 583.
Callam, mate, iii. (1804) 373.
Callanan, lieut. J. J., v. (1809) 265, 266.
Callis, capt. J., iii. (1801) 229.
Calthorp, mid. R., vi. (1816) 583.
Camas, capt. M., iv. (1805) 79.
Candaedra, M., iii. (1800) 4.
Cambon, capt., ii. (1798) 250.
Came, capt. C., i. (1795) 537.
Camelleri, mid. J., v. (1811) 542.
Cameron, capt. H., v. (1809) 215, 256, 269, 275, 278, 279.
Canda, gen., ii. (1798) 280.
Campbell, capt. D., i. (1793) 107, iv. (1807) 411, v. (1808) 17, (1809) 199.
———, capt. G., i. (1794) 275, (1795) 366, 382, ii. (1799) 376, 394, r.-adm. iii. (1803) 265, v. (1809) 181.
———, lieut. R., ii. (1797) 75.
———, Mr. J., ii. (1798) 253.
———, capt. P., iii. (1800) 60, 63, v. (1808) 75, 76, (1811) 479, vi. (1812) 98, 99, 101.
———, lt. of mar. D., iii. (1800) 89, v. (1809) 201.
———, col., iii. (1804) 403, 404.
———, mid. J., iv. (1805) 64.
———, lieut. J., iv. (1806) 187.
———, capt. R., iv. (1807) 411, v. (1808) 44, 75, vi. (1812) 60.
———, lt. of mar. G., iv. (1807) 469.
———, lieut. C., v. (1808) 27, 28, vi. (1813) 254.
———, capt. P., E. I. ser., v. (1809) 281.
———, lt. of mar. J., v. (1810) 338.
———, col., v. (1810) 394.
———, lieut. G. H., v. (1810) 451.
———, lieut. A., v. (1811) 543, 544, vi. (1812) 97.
———, lieut. hon. G. P., vi. (1812) 118.
———, mate J., vi. (1813) 363, 365.
———, mid. H., vi. (1816) 582.
Campbell, capt., ii. (1798) 273.
———, r.-adm. D., iii. (1805) 483.
Cannadey, lieut. M., v. (1809) 245.
Canning, capt. J., i. (1794) 281.
———, hon. Mr., iv. (1807) 451, 485.
Canoon, lieut. A., vi. (1812) 108, 109.
Canon, capt. A., ii. (1797) 133, 135.
Canty, Mr. T., v. (1809) 201.
Canti-Lear, capt. P. R., vi. (1813) 233.
Capel, capt. hon. T. B., ii. (1798) 266, 270, 343, iii. (1804) 344, iv. (1805) 37, (1807) 430, vi. (1814) 473.
Caprian, G., vi. (1811) 10.
Caracciolo, capt. C., i. (1795) 366, ii. (1799) 401, 402, 404, v. (1811) 547.
Carden, lieut. J. S., ii. (1798) 210, capt. vi. (1812) 164, 166, 169, 177, 179.
———, lieut. F. K., vi. (1812) 99.
Carew, lieut. T., v. (1810) 468, capt. vi. (1815) 572.
Carey, mid. L., iii. (1801) 225, 226.
Carles, major, i. (1793) 166, 167.
Carp, capt., iii. (1804) 381.
Carpenter, capt. hon. C., i. (1793) 81, 94, (1795) 425.
———, capt. J., iii. (1800) 53, 76.

Caird, mast. D., i. (1794) 227.
Campling, purs. Mr. H., v. (1811) 490.
Carpentier, lieut. J. M. M., i. (1796) 469.
Carr, lieut. W., iii. (1804) 357, 358.
——, lieut.-R., v. (1809) 270, (1810) 321.
Carra, mid. J., ii. (1799) 419.
Carnage, capt., iv. (1807) 518.
Carrington, Mr., ii. (1797) 63.
——————, lt. of mar. A. O., v. (1809) 262, 263.
——————, mid. G., v. (1809) 265.
Carroll, lieut. G. P., iv. (1806) 312.
——, lieut. W. F., iv. (1807) 439.
Carteau, gen., i. (1793) 96, 100, 107.
Carter, lieut. E., i. (1796) 453, 456.
——, lieut. R., i. (1796) 491.
——, lieut. J., iv. (1807) 488.
——, capt. of mar. T., vi. (1813) 328, (1814) 481.
——, mid. W. A., vi. (1816) 583.
Carteret, capt. P., v. (1811) 492.
Cartlew, lieut. J., i. (1794) 311, capt. ii. (1800) 59.
——, capt. W., ii. (1797) 147.
Casa-Blanca, com., ii. (1798) 161, 236, 253.
Casalta, gen., i. (1796) 446, 448.
Case, lieut. W., ii. (1798) 298.
Casey, mid. D. O., ii. (1797) 149.
——, Mr. E., v. (1809) 259.
Cashman, lieut. W., v. (1809) 127, 129.
Cassel, capt. of mar. J., ii. (1797) 104.
Casta, com. J., vi. (1813) 335.
——, lieut. S., vi. (1814) 495.
Castagnier, com. J. J., i. (1794) 190, iii. (1800) 53.
Castle, mid. G., v. (1809) 259.
Cathcart, lord, iv. (1807) 412, 424.
——————, capt. R., vi. (1813) 309, 311, 313.
Caulfield, capt. T. G., ii. (1798) 284, iv. (1806) 386, vi. (1813) 221, 370.
——————, capt. J., v. (1808) 158, 169, (1809) 149, (1810) 474.
Cavalier, M., iii. (1801) 152.
Cavan, major-gen. earl, iii. (1800) 37.
Cayley, capt. W., ii. (1797) 141, (1799) 341.
Cayne, mast. G., v. (1810) 373.
Cecil, lieut. W., v. (1808) 56.
Celestrina, capt. baron, v. (1808) 19.
Cerrara, gen. P., v. (1811) 547.
Chabot, gen., ii. (1798) 276, 277.
Chads, lieut. H. D., v. (1810) 460, 462, 421; vi. (1812) 189, 194, 198, 200.
Chair, mate H. W., v. (1809) 210.
Chaloa, capt. don de, iii. (1799) 525.
Chalmers, mast. W., iv. (1805) 64.
——————, mid. C. W., iv. (1806) 316.
——————, mid. J., v. (1809) 265.
Chamberlayne, capt. C., i. (1795) 382.
——————, lieut. G., iii. (1801) 265.
——————, capt. E. H., v. (1811) 529, 540, 548, 554.
Chambers, lieut. G., ii. (1797) 109.
Chambers, lieut. T., vi. (1814) 430.
Chambon, capt., ii. (1799) 370.
Chambly, Mr., i. (1793) 166, 167.
Champain, capt. W., ii. (1798) 298, iv. (1805) 290.
Champmesnil, gen., ii. (1798) 276.
Champlin, capt., vi. (1814) 509.
Chapman, Mr., i. (1794) 221.
——————, lieut. P., ii. (1797) 104.
——————, Mr., ii. (1798) 253.
——————, mid. E. A., iv. (1805) 108.
——————, J., v. (1808) 61.
——————, mid. C. M., v. (1811) 531.
Charbonnier, capt., i. (1795) 411.
Charette, gen., i. (1795) 361.
Charles, mid. H., i. (1795) 354.
Chartres, lieut. E. A., v. (1811) 531.
Chasin, capt., ii. (1798) 288.
Chatham, lt.-gen. earl, v. (1809) 192, 201, 202.
Chatterton, mid. J., iii. (1801) 172.
Chauvy-Duclos, com. C. J. C., iv. (1806) 336, v. (1809) 206, vi. (1813) 222.
Chauvey, com. J., vi. (1812) 174, (1813) 351, 352, 356, 359, (1814) 473, 489, 493.
Cheap, capt. T., E. I. ser., i. (1794) 281.
Cheesman, lieut. R., iii. (1801) 171.
Chemnant, lieut. L. A., iii. (1804) 356.
Cheshire, mast. C., ii. (1797) 147.
Chesnaye, lieut. J. C., v. (1810) 379, 389.
Chesnes, capt. M. J. A., iv. (1806) 365.
Cheshire, lieut. J., i. (1794) 257, vi. (1814) 374.
Chetham, lieut. E., iii. (1804) 70, capt. iv. (1807) 406, 407, vi. (1816) 571.
Chevo, capt. *don J. de la*, iv. (1806) 317.
Cheyne, lieut. G., vi. (1814) 374.
Chimley, mate J., ii. (1797) 104.
Christian, capt. H. C., i. (1793) 81, r.-adm. (1795) 362, 363, (1796) 527.
——————, capt. H. H., v. (1809) 197.
Christie, lt. of mar., iii. (1801) 191.
——————, mate, iii. (1804) 326.
——————, purs. J., iv. (1805) 109.
Christophe, iii. (1802) 249, vi. (1812) 110.
Christy-Pallière, com. J. A., iii. (1801) 125, 181.
Church, capt. S. G., i. (1796) 493.
——————, b.-gen., ii. (1797) 148.
——————, Mr. C., iii. (1801) 109.
——————, lieut. T., iii. (1801) 186.
——————, lieut.-col., vi. (1814) 373.
Cisneros, capt. C., iv. (1805) 49.
Cisneros, r.-adm. B. H., iv. (1805) 49.
Cisperide, gen., iv. (1805) 255.
Clarges, mast., i. (1794) 225.
Claridge, capt. C., v. (1809) 218.
Clarke, capt., i. (1796) 533.
Clark, capt. W., i. (1795) 427, (1796) 501.
——, lieut. T., i. (1794) 13, 15.
——, gen. A., i. (1795) 430.
——, Mr. J., iv. (1805) 103.

Clarke, capt. W. S., E. I. ser., iii. (1804) 359.
———, maj. C. W., v. (1809) 212.
———, lt. of mar. J., v. (1809) 263.
———, lt. of mar. W., vi. (1813) 223.
Clavell, lieut. J., iv. (1805) 64, capt. (1807) 455, 496, 497.
Clavering, mid. D., vi. (1813) 383.
Clay, lieut. E. S., ii. (1797) 105.
Clayton, lieut. T. W., i. (1794) 257.
Clement, mid. R., ii. (1797) 104, lieut. iv. (1806) 71.
Clement, gen., ii. (1799) 393.
———, capt. L. M., v. (1808) 312.
Clements, capt. of mar. W., iv. (1805) 162.
———, lieut. N. B., v. (1809) 155.
Clethuns, mid., i. (1794) 227.
Cleuman, mast. R., vi. (1815) 240.
Cleghorn, lieut. R., iv. (1805) 161, capt. (1807) 497, v. (1809) 257, (1810) 369.
Clerke, asst. J., vi. (1813) 128.
Clermont, col. F., i. (1795) 172.
Clermont, iii. (1802) 249.
Clifford, lieut. A. W. J., v. (1809) 210, capt. (1811) 540, 544.
Clinch, mate C., iv. (1803) 152, 193, 195.
———, capt. T., iii. (1805) 492, vi. (1812) 79.
Club, mid. J., ii. (1797) 137.
Coates, mid. J., ii. (1798) 347.
———, mate G. L., v. (1810) 357.
Cobb, capt. C., ii. (1799) 446.
——, lieut. C., v. (1811) 495.
Cochrane, capt. L., iv. (1806) 288, 289, v. (1809) 149.
Cochrane, lieut. J. M., v. (1808) 59, 62.
Cochet, lieut. J., i. (1794) 257.
Cochrane, capt. hon. A. J., i. (1795) 408, 462, (1796) 495, ii. (1799) 379, 390, iii. (1801) 142, 156, (1804) 407, (1805) 467, r.-adm. iv. (1806) 267, 272, 285, 286, sir A. 292, 294, (1807) 513, v. (1808) 117, 132, 135, (1809) 235, 240, 300, 303, v.-adm. (1810) 325, 457, vi. (1814) 437, 445, 463, 467, (1815) 510.
———, capt. hon., iii. (1801) 163, 177, 207, 209, 212, iv. (1806) 320, 332, 333, 335, (1807) 461, v. (1808) 129, 131, (1809) 145, 147, 148, 154, 161, 164, 170, 173, 175, 181, 183, 185, 186, vi. (1813) 207.
———, asst. hosp. A., iii. (1801) 210.
———, capt. N. D., iv. (1806) 272.
———, capt. K., iv. (1807) 498, v. (1808) 120.
Cock, lieut. W. B., vi. (1812) 99.
Cockburn, capt. G., i. (1796) 440, 522, ii. (1797) 11, 12, 85, iii. (1801) 153, 346, v. (1808) 82, (1809) 193, 299, 300, 303, 304, (1810) 431, v.-adm. vi. (1813) 252, 331, 339, 342, (1814) 437, 440, 445, 448, 458, 462, 464, 466, 513, sir G. (1815) 514; 521.
Cocks, capt. G., iv. (1807) 418.
Cockwell, J., E. I. ser., iv. (1806) 349.
Codrington, capt. E., iv. (1805) 37, v. (1809) 199.
Coetmanpren, capt. L. M., i. (1793) 79, 175.
Coffin, lieut. J. T., vi. (1812) 97.
——, lt.-col., vi. (1813) 243.
Coghlan, lieut. J., iii. (1800) 64, 65, capt. iv. (1805) 185, (1806) 343, vi. (1813) 221, 242.
Colcoby, capt. pr., ii. (1798) 352.
Colby, lieut. D., ii. (1798) 191, 210.
——, lieut. T., iv. (1807) 438, 459.
Cole, capt. F., i. (1793) 81, (1794) 296, (1796) 459, ii. (1797) 9.
——, Mr. S., ii. (1797) 39.
——, mid. T., iii. (1800) 26, lieut. (1803) 297.
——, capt. C., iv. (1806) 386, v. (1810) 462, 466, 469, 472, vi. (1811) 38, 41, 47, sir C. (1815) 284, (1814) 469.
——, lieut. E., v. (1808) 45.
——, mate T., vi. (1813) 262.
——, mid. G. W., vi. (1815) 523.
——, mid. W., vi. (1816) 583.
Coleman, mid., i. (1795) 372.
Colgard, col. E., v. (1810) 390.
Collard, lieut. V., ii. (1797) 75, iii. (1805) 444, capt. v. (1810) 343.
Collet, capt. J., iii. (1805) 446, 447, iv. (1806) 331, 333, 379, vi. (1815) 514.
Collier, mid. J., ii. (1797) 79.
——, capt. G. R., iii. (1801) 221, 222, iv. (1806) 352, 353, (1807) 424, v. (1808) 67, (1810) 340, sir G. vi. (1812) 82, 89, 91, (1813) 208, 238, 239, (1815) 546, 551, 554, 557.
——, lieut. F. A., iii. (1804) 379, capt. v. (1808) 60, 124.
——, lieut. W., v. (1810) 373, 374.
——, capt. R., vi. (1814) 484.
Collingwood, capt. C., i. (1793) 96, 179, ii. (1797) 44, r.-adm. (1799) 394, v.-adm. iii. (1805) 494, iv. 26, 36, 37, 45, 64, 117, 122, 129, 130, 137, 139, 141, lord 182, 269, (1806) 288, 306, 310, 328, (1807) 428, 431, 434, v. (1808) 7, 9, 10, 74, 81, 82, (1809) 265, 296, 297, (1810) 315.
——, capt. P., i. (1796) 531.
——, mid. F. E., iv. (1805) 85.
Collins, capt. sir J., i. (1793) 94.
——, lieut. J., ii. (1797) 79, (1798) 253, capt. iv. (1807) 433, v. (1808) 139.
——, lieut. T., iii. (1801) 145.
——, mid. M., iii. (1801) 172.
——, mate H., v. (1811) 540.
——, Mr. R., vi. (1814) 480.
Collis, lieut. W., ii. (1797) 75.
Collman, gun. W., iii. (1804) 390, v. (1808) 125.

Collman, pur. J., lv. (1805) 243, vl. (1813) 271.
Colls, gen., i. (1794) 318.
Colonna, capt., ii. (1798) 327.
Colpoys, r.-adm. J., i. (1794) 265, (1795) 349, sir J. 337, 404, (1796) 438, 463, ii. (1797) 5, 9, 30, 32, 36, 39, 39.
Colston, Mr. S., vi. (1816) 582.
Colwerane, duke of, ii. (1799) 402.
Columbine, capt. E. H., v. (1809) 298.
Colwell, Mr. D., vi. (1812) 168.
Comer, mid. C., iv. (1806) 281.
Commes, capt. of mar. R., v. (1809) 257.
Compton, lieut. H., i. (1796) 449.
———, capt. W., iii. (1804) 393.
Comyn, mate M. H., vi. (1808) 53.
Congreve, Mr., v. (1809) 145, col. vl. (1814) 390.
Conn, capt. J., iii. (1801) 121, (1803) 263, (1805) 469. iv. 37.
——, lieut. H., v. (1809) 280.
Conner, mid., iii. (1801) 326.
Connor, mid. R., iii. (1801) 401.
Conolly, capt., i. (1793) 110.
Conrad, capt., i. (1795) 396.
Conway, capt. hon. H. S., i. (1793) 94.
Conyers, mate J., v. (1809) 156.
———, lieut., E. I. serv., v. (1809) 297.
Cookes, lieut. R. B., iii. (1800) 62.
Coode, capt. J., vi. (1814) 374, 375, (1815) 471, 588.
Cook, Mr. F., ii. (1797) 59.
——, Mr. T., iii. (1801) 138.
——, mast. T., iv. (1805) 69.
——, mid. W. J., iv. (1805) 69.
——, mid. E., iv. (1805) 191.
——, lt. of mar. J., v. (1809) 88.
——, mate R., v. (1811) 495.
——, lieut. S. E., vi. (1813) 261.
Cooke, lieut. E., i. (1793) 97, capt. ii. (1798) 307, 309, 309, 315, (1799) 473, 477, 479, 486.
———, capt. J., i. (1794) 180, (1796) 438, ii. (1797) 147, 146, iii. (1801) 196, iv. (1805) 37.
———, lt. of mar. J., v. (1809) 270.
Cookesley, lieut. J., v. (1809) 153.
Coombe, lieut. W., iv. (1807) 462, 465, 466, capt. v. (1808) 64, 65.
Coote, col. E., i. (1794) 316, ii. (1798) 169, iii. (1801) 155, lt.-gen. sir E., v. (1809) 192.
——, capt. C., iv. (1805) 213.
——, capt. R., vi. (1813) 228, (1814) 473, 474.
——, maj., vi. (1814) 567.
Corbett, capt. R., v. (1809) 287, 290, (1810) 434, 435, 437, 439, 442, 447.
Corbyn, mid. E., iv. (1805) 69.
Cordiz, capt. J. M. E., iii. (1804) 354.
Cordova, adm. don J. de, ii. (1797) 46.
Cordi, capt. don J., iii. (1801) 194.
Cormack, lieut. R., iii. (1801) 198.
Cornwall, capt. J., ii. (1797) 87.
Cornwall, mid. hon. T., v. (1810) 373.
Cornwallis, com. hon. W., i. (1793) 169, 171, r.-adm. 172, (1794) 260, 265, v.-adm. 281, (1795) 339, 346, 347, 348, adm. iii. (1801) 214, (1803) 255, 264, (1804) 313, 346, (1805) 433, 438, 438, 442, iv. 221, 222, 253, (1806) 313, v. (1808) 49.
Corsan, capt., i. (1794) 282.
Corby, r.-adm. P., i. (1793) 93, 94, (1794) 275.
Cosmo Nicholas, com. J. M., ii. (1799) 379, iii. (1805) 468, iv. 99, 126, r.-adm. v. (1809) 265, vl. (1813) 320, 322, 370.
Counihan, mid. H., vi. (1813) 703.
Costerton, mid. S., v. (1810) 419.
Cotelle, lieut. V. A., ii. (1798) 189.
Cotes, capt. J., i. (1793) 182, 185, 186, 548, (1794) 284.
Cotesworth, mid. G., iv. (1807) 450.
Cotgrave, capt. C., i. (1793) 109.
———, capt. L., iii. (1801) 121, 123.
Cotsell, lt. of mar. J., v. (1810) 400.
Cottle, lieut. W., ii. (1798) 193.
Cotton, capt. C., i. (1793) 180, sir C. (1795) 339, r.-adm. ii. (1799) 362, 384, v.-adm. iii. (1805) 433, v. (1808) 15, 58, (1810) 314, 317, 326, (1811) 478, 529.
Couch, lt. of mar. J., v. (1810) 342.
Coudy, capt. L. M., i. (1794) 274, iv. (1806) 265.
Coulan, capt. J. D., ii. (1798) 177, iii. (1800) 66.
Coulter, lt. of mar. J., v. (1810) 342.
Coumby, mast., vi. (1812) 92.
Coumbe, capt. G., i. (1793) 186, ii. (1797) 117, 180, (1799) 210.
———, mate A. G., v. (1810) 329.
Courand, capt. J. P., i. (1793) 181, (1794) 297, r.-adm. ii. (1799) 374, 376, (1805) 457.
Court, maj. R., v. (1810) 469.
Courtenay, capt. G. W. A., i. (1793) 142, 143, 145, 147.
Coutts, mate D., i. (1793) 551.
Cowan, mid. T., i. (1793) 314.
———, lieut. J. S., iv. (1806) 341.
Cox, lieut. P., i. (1793) 118.
——, lt. of mar. T. S., v. (1810) 380, 403, 419, vl. (1811) 482, 492.
Coz, lieut. W. L., vl. (1813) 237, 305.
Crabb, lieut. J. W., v. (1811) 540, 554.
Crackanth, lt. of mar. S., v. (1809) 263.
Cracroft, lieut. W. E., i. (1794) 254, 257.
Craig, lt. of mar. W. H., iv. (1804) 414, iv. (1806) 325, 326.
——, gen. sir J., iii. (1805) 483, iv. 29, (1806) 302, 310.
——, lieut., v. (1810) 474.
Crairy, lieut., i. (1794) 303.
Cranston, mast. E., v. (1809) 264.

Cranstoun, capt. lord, i. (1795) 339.
Crawford, mast. M., ii. (1798) 353.
———, mast. J., iii. (1801) 222.
———, mid. J. C., iv. (1806) 330, lieut. vi. (1812) 85.
———, lt.-gen., iv. (1807) 516.
———, capt. J. C., vi. (1811) 47.
———, mid. M., vi. (1813) 241.
Crawley, E., ii. (1797) 146.
———, lieut. J., iv. (1806) 312.
———, capt. G., v. (1809) 209, 212.
———, Mr. J., v. (1809) 259.
———, mid. P. A., vi. (1814) 385.
Crease, lieut. H., vi. (1814) 360.
Creighton, lieut. J. O., vi. (1811) 15, capt. (1814) 456.
Creswell, capt. of mar. J., ii. (1798) 253, 275.
Cretin, gen., ii. (1799) 432.
Crible, capt. R. W., iii. (1805) 492.
Cirrie, lieut. J., vi. (1813) 334.
Crisp, mate J., vi. (1812) 81.
Croiton, mid. E., iii. (1801) 217, 218, capt. v. (1808) 133, vi. (1814) 463.
———, lieut. hon. G. A., iv. (1803) 198.
Croghan, col., vi. (1814) 489.
Croker, lieut. W., iv. (1807) 438, 439, vi. (1813) 263.
———, mid. C., v. (1808) 54.
Cronstadt, v.-adm., iii. (1801) 116.
Crooke, lieut. J., iv. (1805) 180.
———, lieut. C. H., v. (1808) 125.
Cross, mid. J. M., vi. (1816) 584.
Crossman, capt. R., v. (1809) 149.
Crouch, lieut. E. T., v. (1808) 123.
Crowder, mid. W., v. (1810) 340.
Cull, lieut. R., v. (1808) 81.
Culverhouse, lieut. J., i. (1795) 440, 523, 524.
Cumberland, capt. W., iv. (1807) 412.
Cumby, lieut. W. P., iv. (1805) 74, capt. v. (1808) 126, (1809) 235, vi. (1813) 312.
Cumtag, capt. W., iii. (1801) 97, iv. (1805) 2, v. (1811) 479.
Cumpston, lieut. W., iii. (1804) 366.
———, lieut. G., v. (1811) 511, 520.
Cunningham, capt. C., i. (1793) 125, ii. (1799) 498, 500.
———, mate G., vi. (1811) 45.
———, capt. A., vi. (1812) 67, 68, 69.
Cuppage, mid. W., vi. (1813) 223.
Curling, mid. E. R., iv. (1805) 241.
Curry, mate, iii. (1801) 171.
———, capt. R., iii. (1801) 144, 150, 151.
———, lieut. R. C., vi. (1813) 343.
Curtis, capt., i. (1793) 158, 159.
———, capt. sir R., i. (1793) 81, 88, (1794) 179, ii. 256, (1795) r.-adm. 357, (1796) 434, ii. (1797) 5, 33, 49, (1798) 155, 220, 283, v. (1809) 181.
Curtis, mast. T., iii. (1804) 337, v. (1808) 20.
———, capt. L., (1809) 295, (1810) 388, 430.
Curzon, capt. hon. H., i. (1795) 339, ii. (1799) 389, iv. (1807) 458.
Cutfield, mate W., iv. (1805) 68, lieut. v. (1808) 59.
Cuthbert, capt. of mar. R., iii. (1797) 104.
———, lieut. R., ii. (1798) 245, capt. (1799) 374, 473.
Cuthbertson, lt. of mar. J., iv. (1806) 282.
Cuyler, m.-gen., i. (1793) 164.

Dacres, capt. J. R., i. (1793) 81, (1794) 323, (1795) 349, ii. (1797) 44, r.-adm. iii. (1805) 434, v.-adm. iv. (1806) 267, 373, (1807) 508.
———, capt. J. R., iv. (1807) 467, vi. (1812) 132, 133, 144, 151, 157, (1815) 541.
———, capt. B., iii. (1801) 212, (1803) 279.
———, capt. R., iv. (1807) 411, 433.
Daendels, gen., ii. (1799) 448, 452, vi. (1811) 46.
Dahlcrop, lieut., v. (1810) 338.
Dair, Mr., ii. (1798) 347.
Daker, capt.-lieut. W. J., v. (1810) 463.
Dalbarade, capt. E., ii. (1798) 230, 242.
Dale, mid. J., i. (1793) 153.
Dale, com., iii. (1802) 243, 245.
Dale, capt. J., E. I. ser., v. (1809) 281, 285, 290.
Dalley, mate J., v. (1809) 258.
Dalrymple, mid., iv. (1807) 450.
———, lt.-gen. sir H., v. (1808) 15.
Dalton, mate T., i. (1794) 233.
Daly, mid. C., iv. (1806) 316.
——, capt. C. F., v. (1808) 112, 113.
——, lieut. J., v. (1808) 127.
——, pur. R., v. (1808) 65.
Dance, capt. N., E. I. ser., iii. (1804) 355, 364, 402.
Daniel, lieut. W. H., i. (1793) 124.
———, capt. army, i. (1794) 324.
———, lieut. R. S., ii. (1798) 253.
Daniel, lieut. J. J. L., vi. (1813) 232.
Danseville, Mr., i. (1793) 163.
Dansey, lieut.-col., i. (1793) 168, (1794) 323.
Darby, maj., v. (1811) 545.
———, capt. H. D'E., ii. (1798) 221, 264, 378, iii. (1801) 163.
D'Arcey, lieut. E. A., v. (1808) 68, (1811) 493.
Darley, lt. of mar. W., i. (1795) 385.
Darling, Mr. R., iii. (1801) 191.
Darrac, capt. dan, iii. (1805) 479.
Dashwood, mid. C., i. (1794) 227, lieut. ii. (1798) 188, iii. (1801) 224, 228, capt. iv. (1805) 185, 316, 318, (1807) 412.

Dashwood, lieut. W. B., v. (1811) 551, 552, capt. vi. (1813) 237, (1816) 573, 574.
Daubeney, mid. E., iii. (1801) 107.
Daughter, com. F. H. E., i. (1796) 457, ii. (1799) 370, iii. (1804) 332, (1805) 457.
Davers, capt. C. S., ii. (1798) 141.
Davey, mid. F. S., v. (1811) 529.
———, mid. J. P., vi. (1813) 264.
Davidson, lieut., E. I. ser., v. (1809) 297.
———, clerk J., v. (1810) 344.
Davie, mid. J., i. (1793) 140.
——, mate G., iii. (1801) 230.
Davies, mate W., ii. (1793) 252.
———, capt. army, ii. (1799) 477, 479.
———, E., E. I. ser., iv. (1806) 349.
———, lieut. H. T., iv. (1806) 362, capt. vi. (1813) 227.
———, mate C., vi. (1811) 45.
———, lt. of mar. D., vi. (1812) 192.
———, mate, ii. (1798) 313.
———, lieut. L., ii. (1799) 490, iii. (1801) 136, 149.
———, lieut. J., v. (1808) 53.
———, mast. J., v. (1808) 69.
———, mate J., v. (1808) 45.
———, lieut. T. J. W., v. (1810) 373.
———, lieut. S., v. (1810) 376.
———, lt. of engi., v. (1810) 403.
———, lt. of mar. W., vi. (1813) 263.
Davison, lt. of mar. J., ii. (1799) 492.
Davout, marsh., iii. (1805) 451.
Davy, mid. J., v. (1809) 211.
Dawes, lieut. R., i. (1794) 238, 257.
Daws, mate T., iv. (1805) 161, lieut. v. (1810) 352.
Dawson, lieut. W., iv. (1805) 176, v. (1808) 32, 33.
Day, lt. of mar. R. I. W., iii. (1801) 172.
——, mate T., v. (1808) 54, (1810) 363.
Deacon, lieut. H. C., v. (1810) 389, 392, 404, 419.
Dean, mast. W., v. (1809) 62.
——, lieut. W., iii. (1806) 57, 59, (1803) 276.
——, mid. W., iii. (1801) 211.
Deane, sir A., i. (1793) 20.
Dearborn, gen., vi. (1813) 352.
Debay, M., ii. (1798) 306.
Debenham, lieut. J., vi. (1814) 374.
De Beck, capt., ii. (1799) 445.
Debnam, lieut. W., ii. (1798) 279.
Decaen, gov., iii. (1803) 395, 396, v. (1808) 92, v. (1808) 101, 102, 104, (1809) 284, (1810) 412, 426, 430, 475.
Decatur, lieut. S., iii. (1804) 426, capt. 427, 428; iv. (1807) 475, vi. (1812) 115, 165, 169, 175, 177, 179, (1813) 274, 346, (1814) 369, 372, (1815) 528, 530, 535, 537, 538, 570, (1816) 587.
———, lieut. J., iii. (1804) 427.
De Cerf, capt., i. (1796) 535.
De Courcy, capt. hon. M., ii. (1798) 183, 348, (1799) 384, com., iv. (1805) 199.
———, mid. hon. A., iv. (1805) 187.
———, capt. N., vi. (1813) 239.
Decrès, com., ii. (1798) 164, 217, v.-adm. 230, 275, iii. (1800) 23, (1804) 328, (1805) 430, 434, 461, iv. 16, 19.
Dédé, lieut. J., v. (1808) 122, 123.
Deecker, lieut. S. B., v. (1808) 61, (1809) 273, 279.
Defrédit-Duplessy, lieut. L. A., vi. (1811) 39.
Degaye, J., vi. (1811) 10.
De Grasse, i. (1794) 252.
Dekes, lieut. N. P., iv. (1805) 200.
Delafosse, lieut. E. H., vi. (1813) 254.
Delaistre, r.-adm. J. L., i. (1795) 380.
Demai, lieut. P. A. T., ii. (1799) 381, iv. (1806) 307.
De Mackau, lieut. A. R. A., v. (1811) 532, 533, 536.
De-Men, capt. A. W., vi. (1816) 572.
De Mayne, mast. A., vi. (1813) 270.
Denies, capt. P. A., i. (1793) 148.
Denisport, capt. G., ii. (1798) 277, iii. (1805) 489, iv. 39.
Denis-Lagardy, capt. R. J. M., vi. (1814) 389, 395, 397.
Denne, lt. of mar. J., v. (1808) 28.
Dennis, lieut. J. S. A., iii. (1804) 333.
———, mid. R., v. (1810) 344.
Dennis, capt. J., iv. (1807) 507.
Dent, mate C. C., vi. (1816) 583.
Denton, mid. G., iv. (1805) 77.
Deperouse, capt. L., ii. (1798) 180, iii. (1805) 468.
De Rippe, capt. J., vi. (1811) 22, 27, 34.
De Rosa, capt., vi. (1813) 230.
Desagneaux, capt. M., ii. (1798) 292.
Desair, gen., ii. (1798) 217, (1799) 443, iii. (1800) 30.
Desaray, capt., ii. (1798) 117.*
Desbrisay, lt. of mar. T. B. W., v. (1810) 389.
Desbrulys, gen., v. (1809) 230.
Descrolas, capt. H., iv. (1805) 251.
Desgrenaux, com., i. (1794) 286.
Desmottis, lieut. R. J. H., iv. (1805) 260.
Desnoiresses, capt. J., vi. (1813) 275.
Desnoises, iii. (1802) 249, 263.
Destaing, gen., iii. (1801) 148, (1803) 254.
De Starck, lieut. M. A. N., iii. (1803) 290.
D'Esterre, capt. W. P., E. I. ser., v. (1809) 293.
De Val, capt. W., vi. (1806) 363.
Devaux, br.-gen., iii. (1801) 162.
Devilliers, col., iv. (1807) 496.
Devine, lieut. T. B., v. (1811) 503, 504, vi. (1813) 224, 225.
———, mid. F., vi. (1813) 225.
Devonshire, capt. J. F., iii. (1801) 97, vi. (1814) 410.

De Willetts, lieut. M., v. (1806) 114.
De Young, capt., ii. (1799) 445, 450.
Dick, lieut T., iii. (1801) 109.
Dickens, capt. G., vi. (1814) 479.
Dickenson, lieut. F., iii. (1801) 122.
Dickinson, lieut. J., v. (1810) 366, (1811) 511, 512, 522, 527, capt. vi. (1813) 558, 561, 563.
———, lieut. T., vi. (1813) 236.
———, lieut. C., vi. (1814) 439.
Dickson, capt. A., i. (1793) 94, 130, (1794) 267, 275, r.-adm. iii. (1800) 92.
———, capt. E. S., ii. (1799) 297, 298, iii. (1804) 422, 423, v. (1809) 181, vi. (1813) 264, (1814) 371, 514.
———, capt. A. C., ii. (1799) 17, 446, iii. (1801) 99, adr. A. iv. (1807) 411, v. (1808).
———, maj., vi. (1814) 490.
Digby, capt. H., ii. (1796) 283, 287, 299, (1799) 378, 397, 493, 523, iv. (1805) 37, 92.
———, capt. S. T., iii. (1805) 449.
Dilkes, capt. J., i. (1796) 528, iii. (1801) 99.
———, capt. C., iv. (1806) 331, v. (1809) 235, 300.
Dillon, lieut. J., iii. (1804) 340.
———, capt. W. H., v. (1808) 38, 40, 41, vi. (1812) 69.
Dixon, capt. D., iv. (1806) 338, 391, vi. (1813) 314, 315.
Dix, capt. E., v. (1809) 275, (1810) 321, vi. (1814) 444.
Dixon, lieut. J. W. T., i. (1794) 311, ii. (1799) 374, capt. iii. (1801) 99, (1804) 378, 375.
———, capt. M., ii. (1798) 273, 281, 298, 328, 329, (1799) 396, iii. (1800) 23, 27, r.-adm. vi. (1813) 277.
———, lieut. M. H., v. (1809) 218, 220, capt. vi. (1813) 277.
———, lieut. H., vi. (1812) 79, 80.
———, lieut. J. S., vi. (1816) 583.
———, mid. G., vi. (1816) 583.
Dobbs, lieut. A., vi. (1812) 98, 100, 101, capt. (1814) 494, 492, 493.
Dobson, capt. M., ii. (1798) 145.
———, mid. C., ii. (1799) 428.
———, mid., vi. (1814) 490.
Dodd, capt. M., iii. (1804) 329.
Dol, bishop of, i. (1795) 360.
Domett, capt. W., i. (1793) 81, 179, (1795) 349, ii. (1799) 369, iii. (1801) 99.
———, mid. W., iii. (1801) 103.
Donalan, capt. G., iv. (1805) 241.
Donellan, mid. J., iii. (1803) 145.
Donnelly, lieut. R., i. (1794) 257, 258, iii. (1804) 391, capt. iv. (1806) 393, (1807) 514.
Donovan, capt. W., v. (1808) 106.
———, Mr. T., v. (1809) 198.
Douvelot, gen., ii. (1799) 438.
Dordelin, capt. A. J., i. (1794) 182, ii. (1799) 371.
———, capt. L. A., iii. (1801) 125, 128, 137.
Doré, capt. Y. F., i. (1793) 79.
D'Orvilliers, i. (1794) 252.
Dossler, lieut., iii. (1803) 287.
Douglas, capt. sir A. S., i. (1794) (1795) 349, 357.
———, capt. J., i. (1795) 382.
———, Mr. C., i. (1795) 414.
———, capt. B., i. (1795) 427, r.-adm. v. (1809) 181.
———, lieut. J., ii. (1797) 87.
———, lieut. W. H., ii. (1798) (1805) 455.
———, maj. of mar. J., ii. (1799) 420, 426, 443.
———, mast. J., ii. (1799) 484.
———, lt. of mar. C., iii. (1801) 138.
———, Mr. J. B., iii. (1804) 358.
———, lt. of mar. J., iv. (1805) 193.
———, capt. J. E., iv. (1805) 266, (1806) 301, (1807) 472, 473, vi. (1813) 221, (1814) 371.
———, lieut. P. J., iv. (1806) 316, 317.
———, lieut. hon. G., v. (1809) 219, capt. vi. (1815) 543, 545, 552.
———, capt. S., v. (1809) 143.
———, Mr. H., v. (1811) 541.
———, mid. J., vi. (1813) 265.
Douglas, gen., vi. (1814) 466.
Dover, mid. J., v. (1811) 495.
Dowers, lieut. W., v. (1808) 124, capt. (1809) 276.
Down, mate E. A., ii. (1797) 63, capt. v. (1809) 235.
Downes, lieut. J., vi. (1814) 413, 418, 419.
Downey, mast. G., v. (1811) 495.
Downie, lieut. G., iv. (1805) 191, v. (1808) 88, capt. vi. (1814) 493, 496, 498, 500, 502, 503, 507, 509.
Downman, capt. H., ii. (1798) 292, iii. (1800) 12, iv. (1805) 323, 395.
Downs, mid. P., ii. (1796) 339.
Doyle, maj.-gen., i. (1795) 361.
Drake, sir F., i. (1793) 29.
Draper, lieut. J., i. (1794) 257, capt. iv. (1807) 411, 461.
Drewsens, lieut. G. H., i. (1796) 468.
Drew, capt. J., i. (1793) 163, ii. (1797) 131.
———, Mr. N., v. (1808) 21.
Drinkwater, lt.-col., v. (1797) 44.
Drop, capt., iii. (1799) 445.
Drummond, lt.-col., i. (1794) 319.
———, capt. A., ii. (1799) 415, iv. (1805) 154.
———, Mr., iii. (1800) 93.
———, col., v. (1810) 394, lt.-gen. vi. (1814) 484, 487.
———, mid. P., vi. (1815) 523.

Drury, capt. W. O. B., ii. (1797) 97, (1799) 378, r.-adm. v. 1810, 392, 458, 462, vi. (1811) 28.
——, lieut. E. O., iv. (1807) 493, 494.
——, lieut. R. V., v. (1810) 378, 379, 380.
——, [illegible] mar. J., vi. (1811) 28.
——, [illegible], R., vi. (1811) 47.
——, [illegible] vi. (1811) 48.
——, [illegible] (1793) 133.
——, [illegible] B., v. (1809) 224, (1810) [illegible] (1811) 512, 514, 521, 524.
——, capt. M. A., v. (1811) 486.
——, capt. C. C. M., v. (1811) [illegible].
——, [illegible] C., v. (1808) 55.
——, [illegible] (1798) 135.
Duckworth, capt. J. T., i. (1794) 180, 258, (1795) 490, 531, (1798) 283, 285, 287, (1799) 377, 378, 379, 396, r.-adm. iii. (1801) 230, (1803) 393, (1804) 411, 417, v.-adm. iv. (1806) 268, 271, 272, 276, 283, 286, 288, 294, (1807) 431, 432, 434, 437, 439, 440, 443, 445, 451, 452, 454, v. (1808) 82, (1809) 181.
Ducluzeau, M. R., iii. (1800) 4.
Dudgeon, mid. W., iii. (1801) 172.
Dudley, sir R., i. (1793) 30.
Dufay, capt., ii. (1797) 6.
Duff, capt. G., ii. (1799) 535, 538, iv. (1805) 26, 37, 68.
——, mate A., iv. (1805) 69.
——, mid. N., v. (1811) 542.
Duffell, mid. J., vi. (1816) 584.
Duffy, Mr. P., iv. (1806) 384.
Dufouay, capt., ii. (1797) 6.
Dufoy, capt., ii. (1799) 370.
Dugommier, gen., i. (1793) 197, 198, 199, 116.
Duke, lieut. W., iv. (1806) 391.
Dukkert, lieut., v. (1810) 461.
Dumanoir-le-Pelley, com. P. R. M. E., ii. (1797) 6, 13, (1798) 227, 278, r.-adm. iii. (1801) 177, (1804) 347, 348, (1805) 349, 468, iv. 39, 41, 72, 109, 116, 152, 154, 158, 162, 165, 166.
Dumaresq, lieut. P., ii. (1801) 187, capt. (1803) 259, v. (1808) 17.
Dumas, gen., ii. (1798) 217, iii. (1804) 528.
Dumouceau, gen., ii. (1799) 452.
Dumouriez, capt., i. (1794) 181, ii. (1797) 164.
Dumuy, gen., ii. (1798) 217.
Dun, lieut. M., ii. (1798) 104.
Dunbar, mast. W., vi. (1813) 225.
Duncan, v.-adm. A., i. (1795) 394, adm. (1796) 439, 467, 478, ii. (1797) 93, 109, 196, 199, 113, lord (1799) 445, 448.
——, major, i. (1796) 442.
——, capt. hon. H., iv. (1807) 499, v. (1808) 6, 79, 81, (1809) 247, 249, 259, 260, (1811) 544, 546, vi. (1812) 101, (1813) 262, 263.
Duncan, lieut. J., v. (1809) 193.
——, Mr. G., v. (1810) 346.
——, mast. R., v. (1811) 481.
——, lieut. A., vi. (1812) 128.
Duncan, capt. C., ii. (1798) 273, iii. (1801) 181.
Dundas, maj.-gen., i. (1793) 106, 108, 110, 267, 271, (1794) 317, ii. (1797) 151, (1799) 503.
——, lieut. hon. G. H. L., iii. (1800) 9, 10, capt. (1801) 162, 171, 181, v. (1808) 187, (1809) 197, (1810) 315, vi. (1813) 262.
——, capt. G., iii. (1803) 277, iv. (1806) 292.
——, capt. T., iv. (1805) 21, 37, v. (1809) 140.
Dunderdale, mid. J., v. (1809) 210.
Dunford, lt. of mar. G., iii. (1801) 172.
Dunlap, R., ii. (1798) 139.
Dunlop, mate R. G., vi. (1811) 49, lieut. (1813) 259, (1814) 375, (1815) 555.
Dunmore, lord, i. (1793) 166.
Dunn, capt. R. D., iii. (1801) 129, (1804) 412, iv. (1806) 288, 294, (1807) 431, v. (1809) 181, (1810) 341.
——, lieut. J., v. (1809) 210.
——, lieut. F., v. (1809) 211.
——, par. J., v. (1810) 363.
——, lieut. D., v. (1811) 520, 527, capt. vi. (1813) 260.
——, clerk J., vi. (1813) 296.
Dundo, capt., v. (1811) 521, 522.
Dupas, capt., iii. (1800) 72.
Duperré, capt. V. G., v. (1809) 280, 297, (1810) 380, 387, 410, 413, 416, 420, 425, 428, 435, r.-adm. vi. (1812) 63, 65.
Dupas, M., iv. (1807) 483.
Duplessis-Grénédan, capt. T., i. (1793) 79.
Dupotet, capt. J. H. J., v. (1809) 228, 233.
Dupuy, gen., ii. (1798) 217.
Duruguedi-Ali, capt., v. (1808) 88.
Durand-Linois, capt. C. A. L., i. (1794) 175, 293, (1795) 358, (1796) 457, 459, ii. (1797) 6, r.-adm. (1799) 371, iii. (1801) 162, 163, 168, 177, 178, 188, (1803) 396, 399, (1804) 389, 394, 402, 406, iv. (1805) 196, 216, (1806) 320.
Durantou, capt. R., v. (1809) 260.
Durham, capt. W., iii. (1805) 474.
Durell, mid. J., v. (1809) 86.
Durham, capt. P. C., i. (1796) 456, 459, ii. (1798) 122, 181, 204, 209, 295, 348, iii. (1800) 50, iv. (1805) 108, v. (1809) 207, r.-adm. vi. (1814) 377, str P. (1815) 516.
Daring, col., v. (1810) 469.
Dutaillis, lieut. A., iii. (1804) 524.
Dutaya, lieut. M. A., iii. (1803) 268.
Dutton, lieut. R., iv. (1798) 294.
Duval, lieut. T., ii. (1798) 206
Duvivier, gen., ii. (1799) 452.
Dwyer, mate M., v. (1811) 540, lieut. vi. (1812) 104, 109.

Dyason, mast. J., v. (1809) 116.
Dyer, mid. J. W., vi. (1812) 67.
——, lt. of mar. R. T., vi. (1813) 243.

Eagar, lieut. J., vi. (1812) 99.
Eales, mid. J., i. (1793) 114.
Earle, com., vi. (1813) 330.
Earnshaw, lieut. W., iv. (1797) 86.
Eastman, mid. J., iv. (1805) 89.
——, lieut. J. E., iv. (1807) 408.
Eaton, Mr. W., iii. (1802) 242.
Edevearn, Mr. J., v. (1809) 204.
Edsell, mid. S., i. (1793) 140.
Edgar, lieut. J. ii. (1797) 81.
Edgcumbe, capt. J., v. (1810) 474, vi. (1811) 47.
Edge, capt. W., i. (1793) 114, (1795) 349.
Edgell, capt. H. F., v. (1810) 474, vi. (1811) 47.
Edmonds, lieut. J., ii. (1798) 170, capt. iv. (1806) 393.
Edmondson, Mr. A., vi. (1814) 465.
Edwards, lieut. J., i. (1793) 143, 148, capt. iii. (1800) 60.
——, capt. S., ii. (1799) 369, 384.
——, T., iv. (1803) 162.
——, mid. T., v. (1810) 397.
Edwick, pur. J., R. I. ser., iv. (1806) 349.
Effendi, M. R., iii. (1800) 30.
Eilbracht, capt., ii. (1799) 445.
Elkins, capt. C., iv. (1807) 412, 414, 461, vi. (1816) 571, 588.
Ellerton, mast. J., v. (1808) 47, 48.
Ellery, mid. W., vi. (1813) 358.
Elliott, capt. E., iv. (1807) 417.
Elliot, sir G., i. (1793) 110, (1794) 273, (1795) 420, (1796) 442.
——, capt. R., iv. (1807) 435.
——, capt. army, v. (1810) 438, 440.
——, lt. of mar. H., vi. (1811) 49.
Elliot, lieut. J. D., vi. (1813) 352.
Elliott, capt. hon. G., iii. (1804) 392, v. (1808) 106, vi. (1811) 47.
——, mid. T., v. (1808) 46.
——, pur. J., v. (1809) 228.
——, lieut. W., v. (1808) 46, capt. (1809) 270.
Ellis, Mr. G., iii. (1804) 326.
——, lt. of mar. S. R., vi. (1813) 243.
——, capt. J., vi. (1813) 309, 311, 313.
Ellison, capt. J., i. (1794) 296, (1795) 350, 361.
——, mate T., ii. (1798) 253.
Elmhurst, mid. P. J., iv. (1805) 97.
Elphinstone, capt. G. K., i. 55, (1793) 94, 99, 100, 103, 114, (1794) 179, 258, sir G. (1795) 247, v.-adm. (1796) 535, 536, lord Keith ii. (1799) 373, 376, 378, 380, 381, 384, 385, 443, 540, 539, iii. (1800) 8, 13, 17, 21, 23, 32, 33, 81, (1801) 121, 134, 142, (1802) 288, (1804) 319, 337, 338, adm. vi. (1812) 69.
Elphinstone, capt. J., i. (1795) 427, (1796) 535, ii. (1799) 374.
——, capt. T., i. (1796) 448, v. (1814) 391.
——, capt. E., iv. (1806).
——, lieut. C., ii. (1798), iv. (1805) 2.
Elton, lieut. H., v. (1810) 344.
Elvey, mid. G., v. (1809) 268.
Elwin, lieut. J., vi. (1815) 562.
Emanuel, C., ii. (1798) 275.
Emeriau, capt. M. J., ii. (1798), v. (1811) 478, 480, 481, vi. (1813) 229.
Emeric, lieut. J. L., v. (1809), (1814) 376.
Emmerton, mate J., iii. (1801).
Empuran, capt. don J., iii. (18
England, lieut. R., ii. (1798)
——, lieut. T., ii. (1799) 76.
Ennis, capt. of mar. F. M., vi.
Erskine, mid. J., vi. (1812) 147.
Espeu, capt. J., iii. (1800) 39, (1806) 344, 349, v. (18
Epworth, capt. P. P., vi. (1813) 476.
Ernouf, gen., iv. (1805) 252.
Esting, J., vi. (1812) 124.
Esteso, v.-adm. don A., iii. (1805) 479, iv. 40.
Estoffier, capt., iii. (1804) 381.
Esquerra, capt. don J., iii. (1801) 181.
Essington, capt. W., i. (1796) 535, ii. (1797) 97, r.-adm. iv. (1807) 412.
Esther, mast. T., iv. (1806) 368.
Etienne, capt. F. P., i. (1794) 182, ii. (1798) 230.
Etough, mast. H. G., vi. (1813) 303, lieut. (1815) 522.
Evans, lieut. A. F., i. (1794) 290, capt. (1796) 466, 467, iii. (1803) 277.
——, mid., i. (1796) 457.
——, capt. H., ii. (1798) 144.
Evans, capt. S., vi. (1813) 283, 285, 309.
Eveleigh, mid. J., iv. (1806) 327, capt. vi. (1814) 386, 392.
Everard, capt. T., vi. (1813) 367.
Everingham, mid. J., vi. (1815) 526.
Everts, capt. C. I., iv. (1807) 510.
Eyles, lieut. J., i. (1794) 257, capt. ii. (1798) 153, iii. (1800) 36, 37.
Eyre, capt. G., i. (1794) 533, ii. (1798) 327, 328, v. (1810) 313, 314, (1811) 479, 521.

Facey, lieut. P., ii. (1799) 492, 493.
Faddy, capt. of mar. W., ii. (1798) 253.
——, lieut. W., iv. (1806) 321.
Fahie, capt. W. C., ii. (1798) 352, 353, v. (1809) 235, 300, (1810) 457.
Fair, mast. R., v. (1808) 123.

Fairfax, capt. W. G., ii. (1797) 97, sir W. G. iii. (1799) 390.
———, mast. E., v. (1809) 153, 156.
Falcon, lieut. G. T., iv. (1807) 478, capt. vi. (1815) 341, 552.
Falkiner, lieut. C. L., vi. (1813) 293, 295, 303.
Falkland, capt. hon. lord, iv. (1807) 427.
Fama, capt. C., v. (1811) 526.
Faucourt, capt. R. D., iii. (1801) 97.
Fane, mid. F. W., ii. (1798) 280, v. (1808) capt. 78, (1810) 377.
Fanshawe, capt. R., iii. (1804) 374, 378.
———, capt. H., v. (1811) 510.
Farewell, mid. F. G., v. (1809) 259, (1811) 529, vi. (1813) 248.
Fargeard, lieut. J. M., iv. (1807) 462.
Farmer, Mr. T., vi. (1812) 78.
Farquhar, Mr. R. T., v. (1810) 394, 397, vi. (1811) 24.
———, capt. A., iv. (1805) 168, vi. (1813) 226.
Farquharson, capt. J., E. I. ser., iii. (1804) 359.
Farraud, mid. J., iv. (1805) 64, lieut. v. (1809) 249.
Farrender, mid. G., v. (1810) 366.
Farrer, capt. W. W., E. I. ser., iii. (1804) 362, iv. (1805) 217.
Faulkner, capt. J., i. (1793) 134, (1794) 309, ii. (1799) 384.
———, capt. R., i. (1794) 312, 313, 314, 315, (1795) 395, 397.
Favre, capt. G. A., iii. (1801) 125, iv. (1806) 265.
Fawsett, lieut. R., vi. (1814) 509.
Fawcett, mid. H., v. (1809) 210.
Faye, com. A. J. P., i. (1799) 370.
Fayerman, capt. F., ii. (1797) 97, v. (1808) 5.
Fearney, Mr., ii. (1797) 59.
Featherstone, mid. R. J., v. (1808) 79.
Fegan, lt. of mar. C., v. (1810) 363.
Fellowes, capt. E., iv. (1807) 452, v. (1808) 6, (1810) 313, (1811) 479.
Fennell, lieut. J., iv. (1805) 2.
———, lt. of mar. J., iv. (1806) 372, v. (1809) 228.
Fenning, Mr. T., E. I. ser., v. (1810) 384.
Fenwick, mate R. B., v. (1809) 252.
Ferdinand IV., ii. (1798) 275, 276, 404.
Feretier, lieut. J. B. H., v. (1809) 281, 282, 284.
Ferguson, lieut., iii. (1801) 104.
———, Mr. W., v. (1809) 269.
Ferraud, gen., iii. (1804) 350.
Ferrett, lieut. F., ii. (1798) 104.
Ferrier, lieut. W., iv. (1805) 68, capt. v. (1809) 219, 220.
Ferrier, lieut. J., v. (1809) 256.
Ferris, capt. S., iii. (1801) 163, 168, 170, 173, 177, (1802) 271.
———, capt. W., iii. (1803) 297, (1804) 366, 419, 420, v. (1808) 127, (1810) 338, (1811) 485, 487, vi. (1812) 60.
Ferris, capt. A., v. (1808) 70, 74.
Ferris, mast. J. D., vi. (1815) 520.
Ferror, mid. W., vi. (1816) 583.
Festing, capt. R. W. G., vi. (1811) 47.
———, lieut. T. C., vi. (1812) 108, 109.
Feteris, capt., iv. (1806) 363.
Few, mid. J. L., v. (1810) 365, vi. (1812) 107, (1813) 248.
Field, lieut. F. V., i. (1794) 299.
———, mid., vi. (1813) 265.
Figg, mid. W., iii. (1801) 107, vi. (1813) 227.
Fillet-Canot, capt. J. G., iii. (1803) 468, iv. 39.
Finch, mate T., ii. (1798) 328.
———, lieut. C., v. (1809) 277.
———, lieut. W., vi. (1814) 494.
Finchley, mid. J., iii. (1801) 145.
Finlay, mid. M., ii. (1798) 163.
———, mid. E., v. (1811) 531.
Finlayson, mast. J., iv. (1805) 176.
———, mid. J., iv. (1807) 493.
Finmore, lieut. W., iv. (1807) 438, 456.
Finn, mast. G., iii. (1800) 6.
Finnimore, lieut. T., v. (1809) 265.
Finnis, mid. R., iii. (1801) 218.
———, capt. R., vi. (1813) 363, 364.
Finucane, lieut. P., v. (1811) 555.
Fiott, lieut. W., vi. (1815) 555.
Fitzerstrand, capt., v. (1808) 19.
Fisher, mid. H., vi. (1813) 264.
Fisson, C. de, iii. (1801) 137.
Fitton, lieut. M., ii. (1799) 515, 516, iii. (1800) 87, 88, (1801) 193, 194, 195, 196, (1804) 411, 412, 413, 419, iv. (1805) 167, (1806) 387, 390.
Fitzburgh, mid. H., v. (1808) 51.
Fitzgerald, mid., i. (1794) 225.
———, capt. lord C., i. (1795) 330.
———, lord E., ii. (1797) 3.
———, capt. R. L., ii. (1798) 172.
———, lieut. T., v. (1809) 266.
Fitzgibbon, mid., i. (1795) 395.
Fitzmaurice, lieut. G., iv. (1806) 356.
———, lieut. J., v. (1808) 61.
Fitzpatrick, Mr. J., i. (1794) 226.
Fitz-Roy, capt. lord W., iv. (1805) 155, 221, 222, 229, 232, 234, 235, v. (1809) 303.
Flaxman, Mr. J., v. (1811) 534, 535, 536.
Fleeming, capt. hon. C. L., iv. (1805) 251.
Fleming, mate J., iii. (1800) 58.
———, lieut. J., iv. (1806) 316, 317, 318.
———, lieut. R. H., vi. (1816) 573, 581.
Fletcher, mast. T., iii. (1800) 83.
———, lieut. W., vi. (1812) 72, 73.
Fleurieu, iv. (1805) 165.
Flight, lieut. T. H., i. (1795) 385.
Flinn, lieut. E., v. (1809) 269, 270.
Flint, lt. of mar. W. R., vi. (1813) 327.
Flintoft, lieut. W., v. (1809) 155.
Flores, capt. L., iv. (1805) 40.

Fodor, lieut. R., v. (1810) 436, 441.
Fogo, mid., i. (1794) 227.
Foley, capt T., i. (1793) 94, 139, (1794) 275, (1795) 366, 382, ii. (1797) 44, 78, (1798) 221, 237, 278, iii. (1801) 97, 104.
Folkes, mid. W. D., vi. (1813) 253.
Fontaine, gen., ii. (1796) 178.
Foord, lt. of mar. H., vi. (1814) 394.
Foote, capt. E. J., i. (1795) 407, (1796) 465, ii. (1797) 44, 72, (1798) 233, 302, (1799) 397, 398, 400, 406, r.-adm. vi. (1813) 366.
———, capt. C., v. (1810) 462, 466, 472.
Forbes, capt. hon. R., i. (1794) 189.
———, major-gen., i. (1796) 539.
———, mid. G. M. E., ii. (1799) 420, 427.
———, lieut. J., iv. (1807) 445.
Forbishly, mid. J., ii. (1798) 164.
Ford, com. J., i. (1793) 166, 167, 168, (1794) 323, 324.
——, mid. Z., ii. (1798) 253.
——, lieut. G. A., ii. (1798) 157.
Ford, Mr., vi. (1812) 125.
Forder, mid. G., iv. (1807) 495, v. (1809) 396.
Foreman, lieut. W., iv. (1807) 500.
———, lieut. J., vi. (1816) 584.
Forrest, lieut. T., iii. (1804) 367, capt. v. (1809) 263, 269, vi. (1814) 377, 378.
Forster, mast. T., ii. (1798) 253.
———, capt. M., iii. (1805) 452.
———, Mr. G. W., iii. (1801) 171.
———, lieut. W., iv. (1805) 77.
———, W., iv. (1805) 108.
———, lieut. J., v. (1809) 210, 212.
———, lieut. G., v. (1809) 265.
Fortgwerri, adm., i. (1793) 110.
Fortheringham, mast. T., iv. (1806) 315.
Foster, Mr., vi. (1812) 131.
———, mid. J., vi. (1813) 365, (1816) 583.
Fothergill, lieut. W., ii. (1799) 506, iii. (1803) 305, iv. (1807) 514.
Fotheil, lt. of mar. C., v. (1810) 363.
Foubert, capt., vi. (1812) 105.
Foucaud, capt., i. (1796) 517.
Foulerton, lieut. T., iii. (1801) 211.
Foulstone, lt. arm., v. (1810) 396.
Fourmentin, capt. D., ii. (1797) 135, (1799) 456.
Fourré, lieut. L. F. H., iv. (1806) 357.
Fowler, lieut. R., iii. (1804) 369.
———, mid. G., v. (1810) 395.
———, mid. T., vi. (1812) 81.
Fox, hon. C. J., ii. (1799) 406.
——, gen., iii. (1801) 140.
Foyne, capt. J. B. A., i. (1796) 457, iii. (1803) 264, (1805) 468.
Francis, lieut. J., iv. (1806) 356.
Franklin, Mr. J., vi. (1814) 14.
———, lieut. J., vi. (1815) 522.
Franks, mid. C. H., vi. (1811) 43.
Fraser, major, i. (1795) 433, iii. (1801) 189, (1804) col. 422, v. (1811) [illegible] 396.
———, capt. P., ii. (1799) 371.
———, lt.-gen., v. (1809) 194.
———, capt. A., iv. (1806) 337, [illegible]
———, major-gen., iv. (1807) 48[illegible]
———, capt. H. T., v. (1810) 33[illegible]
———, mid. G., vi. (1813) 264.
———, mid. J. W., vi. (1814) [illegible]
———, lt. of mar. J., vi. (1815) [illegible]
Frazer, lieut. G., ii. (1796) 147.
———, mid. S., iii. (1801) 10[illegible]
Frederick, capt. T. L., i. (1794) [illegible] 275, (1795) 366, 378, 557, [illegible] r.-adm. (1799) 377.
Freeman, mate E., v. (1809) [illegible]
Fremantle, capt. T. F., i. [illegible] (1796) 445, ii. (1797) 78, [illegible] (1806) 97, iv. (1805) 37, v. (1811) 478, r.-adm. vi. (1813) 253, 259.
French, mid. G., iii. (1803) 25[illegible] (1812) 91.
———, Mr. J. O., v. (1809) 20[illegible]
Frères, mid., i. (1793) 116.
Frégouet-Saulce, lieut. L. H., 324, 326, capt. v. (1810) 344.
Friant, gen., iii. (1801) 147.
Friend, mate C., v. (1811) 542.
Frølich, gen., ii. (1799) 395.
Fugières, gen., ii. (1799) 432.
Fuller, lieut. R. H., vi. (1813) [illegible]
Fulton, mast. S., vi. (1816) 584.
Funk, lieut. J. M., vi. (1812) 152.
Furber, lieut. T., iii. (1803) 297, (1804) 356.
Furlonger, mast., iii. (1804) 393.
Furneaux, mid. J., iv. (1807) 450.
Fyffe, capt. J., iv. (1806) 324.

Gabriel, lieut. J. W., iv. (1807) 487.
———, lieut. V., v. (1810) 321.
Gadebert, lieut. B., iii. (1804) 393.
Gage, lieut. W. H., ii. (1797) 90, capt. 233, v. (1808) 82, vi. (1814) 371.
——, capt. G. H., iii. (1801) 214.
Gahagan, mid. T., iii. (1801) 108.
Gainger, lt. of mar. R. G., vi. (1813) 271.
Gallant, capt. D., iv. (1805) 40.
Gall, capt. arm., vi. (1814) 481.
Gallaway, mid. A., iv. (1805) 107.
Galloway, mid. J., iii. (1801) 102, capt. vi. (1813) 239.
Galvin, mate, ii. (1798) 137.
Galwey, capt. E., v. (1809) 197, vi. (1814) 394, 395.
Gambier, capt. J., i. (1793) 86, (1794) 180, 258, adm. iv. (1807) 411, 414, 417, 420, 424, lordv. (1808) 2, (1809) 140, 143, 145, 147, 156, 161, 163, 175, 179, 183, 186.
———, Mr., iv. (1805) 202.
Gantheaume, capt. H., i. (1794) 206, (1795) 380, 391, 392, ii. (1797) 41, (1798) 164,

207, 230, r.-adm. 267, 278, (1799) 435, iii. (1801) 125, 128, 133, 151, 161, (1802) 248, (1803) 255, (1804) 315, 350, (1805) 434, v.-adm. 438, 442, iv. 212, v. (1808) 3, 6, 9, 10, 12, (1809) 205, 224, (1810) 314.
Gage, mid. J., v. (1809) 239, (1810) 366.
Garden, lieut. J. S., ii. (1813) 364.
Gardner, r.-adm. A. i. (1793) 164, 166, (1794) 179, sir A., 256, 258, v.-adm. (1795) 349, 357, ii. (1797) 36, 37, adm. (1799) 389, iii. (1800) 5, lord (1805) 436, iv. 212.
———, capt. hon. A. H., i. (1795) 432, (1796) 532, iv. (1805) 2, 6, 155, 158, 168, 266, r.-adm. lord, v. (1809) 199.
———, capt. F. F., i. (1796) 531.
———, lieut. T., v. (1811) 486, 488.
Gardoqui, capt. J., iv. (1805) 40.
Garland, lieut. A., iii. (1804) 340.
———, lieut. J. G., iii. (1804) 340.
———, lieut. J., v. (1809) 167, vi. (1813) 364, (1814) 473.
———, J., v. (1810) 462.
Garlies, capt. lord, i. (1794) 311, 316, (1795) 402, ii. (1797) 44, (1798) 117.
———, i. (1793) 107.
———, capt. P. E., iv. (1806) 265.
———, lieut. R., ii. (1798) 173.
———, lieut. of mar. W., iii. (1800) 59.
———, Mr. R., iv. (1807) 502.
———, lieut. T. W., iv. (1805) 69, v. (1809) 213.
Garrett, lieut. J. H., iii. (1805) 446, 447.
Garroway, capt., vi. (1812) 131.
Garson, mast. G., v. (1809) 261.
Garth, capt. T., v. (1809) 200, vi. (1813) 254, 255.
Garthwaite, lt. of mar. E. H., iv. (1806) 319.
Gascoigne, mate W., vi. (1812) 192.
Gascoyne, capt. J., ii. (1798) 129.
Gaspard, capt. M. M. P., ii. (1799) 498, 499.
———, capt., vi. (1812) 109, 112.
Gassia, capt., i. (1794) 182.
Gaston, capt. M., iv. (1805) 40.
Gateshill, mate H., vi. (1813) 365.
Gaudin-Beauchêne, capt. C. C. A., iii. (1804) 402.
Gaudran, lieut. R., ii. (1798) 280.
Gaultier, capt. A. L., v. (1809) 205.
Gauthier, gen., ii. (1799) 392.
Gautier, lieut. J., v. (1808) 74.
Gaymore, mid. P., v. (1808) 107.
Geall, lieut. E., iv. (1805) 68.
Geary, mid. J., iv. (1806) 381.
Geddes, Mr. P., v. (1810) 351.
———, lieut. J., vi. (1813) 348.
Gell, r.-adm. J., i. (1793) 93, 94, 101, 102, 130.
Gell, mid. J., iii. (1799) 419.
Gelston, capt. W., E. I. ser., v. (1809) 281, 283, 284, 290.
Gelting, mast. T., iii. (1800) 57.
Gentil, gen., i. (1796) 446, ii. (1797) 90, (1798) 276.
George, mid. J., v. (1811) 530.
Gerrard, lt. of mar. M. A., ii. (1798) 267, iii. (1800) 57, 59.
Gerrard, M., vi. (1814) 495.
Gerrare, capt. don M., ii. (1798) 328, 329.
Gérussel, gen., iv. (1806) 315.
Gibbings, mate R., v. (1808) 121.
Gibbon, lieut. P. F., v. (1810) 453.
Gibbons, mid. W., iii. (1801) 172.
———, mate W. H., vi. (1812) 95.
Gibbs, lieut. J., i. (1793) 123.
———, mast. G., ii. (1799) 486.
———, mast. iii. (1800) 87.
Gibson, lieut. J., ii. (1797) 44, 78, 82, 87.
———, lieut. W., iii. (1800) 45.
———, mid., ii. (1798) 339.
———, Mr. A., iv. (1805) 68.
———, lieut. R., iv. (1807) 462, 465, v. (1811) 542.
———, mate J., v. (1811) 511.
Giffard, capt. J., iv. (1806) 310.
Giffenga, col. A., v. (1811) 521, 523, 524.
Gilbert, lieut. T., iii. (1800) 69.
———, Mr. G., iv. (1807) 461, v. (1808) 129, (1809) 167.
———, lieut. of mar. R., v. (1809) 263.
———, lieut. E. W., vi. (1816) 584.
Gill, mid. R., iii. (1801) 108.
——, mate T., iii. (1803) 280.
——, capt. C., v. (1809) 199, 213, vi. (1813) 326.
Gillespie, col. R. R., vi. (1811) 39, 47.
Giller, capt. M., ii. (1799) 250.
Gilliland, lieut. R., iv. (1805) 64.
Gillman, Mr., vi. (1811) 39.
Gilmore, Mr. A., ii. (1798) 253.
Gilson, Mr. T., v. (1808) 122.
Girardin, capt. J. M., iv. (1806) 379.
Girardon, gen., ii. (1799) 410.
Gittins, lieut. R., iv. (1806) 370, 371, v. (1808) 46.
Glen, mid., i. (1794) 222.
Glénaic, mid. G. R., vi. (1816) 584.
Glenny, mid., iii. (1803) 276.
Glens, lieut. N., iii. (1805) 445, 455.
Godard, capt., ii. (1799) 426.
Goddard, lieut. T., i. (1793) 114.
———, clerk R. H., iv. (1807) 483.
Godfrey, capt. W., ii. (1799) 453, iv. (1807) 418, v. (1809) 149.
———, capt. gr., iii. (1800) 75.
———, lieut. G., v. (1810) 378.
Goldfinch, lieut. W., iii. (1801) 108.
Goldie, lieut. J., iv. (1806) 375.
Golding, mid. J., v. (1810) 373.
Gooch, capt. S., ii. (1799) 505, 508,

Gooch, mid. G. T., vi. (1813) 271.
Good, lieut. J., ii. (1798) 238.
Goodall, r.-adm. C., i. (1793) 94, 100, 115, (1794) vice-adm. 275, (1795) 366, 382.
Goode, mid. S., v. (1811) 523.
Goodench, mid. J., ii. (1797) 63.
Gooding, lieut. J. G., iv. (1806) 373.
Goodman, mid. J., ii. (1799) 419.
Goodridge, mid. R., v. (1811) 530.
Gordon, col. sir C., i. (1794) 316, 317.
———, mid., iii. (1803) 276.
———, capt. H., iii. (1804) 371, 373.
———, capt. C., v. (1809) 297, (1810) 448, 451, 452, 454, 474.
———, lieut. R. J., v. (1808) 53, (1809) 259, 269.
———, capt. J. A., v. (1808) 53, (1810) 365, (1811) 510, 518, 542, 548, 550, 553, vi. (1814) 445, 454, 455, 458.
———, capt. A., v. (1808) 67, vi. (1812) 130.
———, capt. hon. W., vi. (1813) 239.
———, lieut. H. C., vi. (1815) 539.
Gordon, capt. C., iv. (1807) 474, 481, vi. (1814) 475.
Gore, lieut. J., i. (1793) 114, (1794) 273, 277, capt. (1795) 366, 382, 389, 557, ii. (1798) 117, 322, 521, iii. (1801) 120, (1804) 407, sir J. iv. (1806) 356, 379, v. (1811) 35, (1812) 59, (1813) 264.
——, mid. W., iii. (1801) 122.
Gosselyn, capt. T. L. M., i. (1794) 180, (1795) 239, iv. (1806) 301, v. (1808) 5.
Gossett, lieut. A., i. (1796) 455.
———, maj., vi. (1816) 573, 580.
Gosthing, lieut. F., vi. (1812) 107, (1813) 243, 248.
Gouda, gen., vi. (1812) 165.
Gould, capt. D., i. (1795) 366, 382, ii. (1796) 221, (1799) 396, iii. (1800) 13.
Gourlay, capt. A. L., ii. (1799) 370, iii. (1801) 125, r.-adm. iv. (1805) 16, 21, v. (1809) 137.
Gourrege, capt. P. P., i. (1796) 467, iii. (1801) 125, (1805) 478, iv. 39.
Gower, capt. sir E., i. (1795) 339.
———, capt. E. L., iii. (1801) 138, (1803) 298, vi. (1813) 256.
Goy, capt. M., iii. (1804) 357.
Grace, lieut. P., v. (1811) 487.
Graham, lt.-gen., i. (1794) 322.
———, capt. J. G., vi. (1813) 256.
———, gen., vi. (1813) 238.
———, capt. T., vi. (1813) 256.
———, capt. E. L., vi. (1813) 270.
Granadilla, r.-adm., iv. (1805) 21.
Granger, capt. W., ii. (1799) 509.
Grant, lieut. G., ii. (1797) 78.
——, mid. W., iv. (1805) 100.
——, capt. J. L., E. I. ser., iv. (1805) 216.
——, lt. of mar. P., v. (1808) 127, 128.
——, capt. C., v. (1810) 348, 349, vi. (1813) 224, (1814) 371.
Grant, mate S., vi. (1812) 144.
——, lieut. J., vi. (1813) 253.
Grasse, i. (1794) 252.
Grasse, capt., v. (1808) 68, vi. 202.
Grave, mast. W., iii. (1801) 17
Graves, r.-adm. T., i. (1797) 179, 225, 224, 225, 256.
———, capt. T., i. (1796) 325, 296, 297, iv. (1807) 411, v.
———, r.-adm. T., iii. (180
314, sir T. iv. (1805) 233.
———, mid. L., ii. (1798) 252.
———, lieut. R. W., vi. (1814)
Gravina, r.-adm. F., i. (179
110, ii. (1797) 79, v.-adm. (1805) 479, iv. 5, 29, 38, 40.
Gray, capt. G., i. (1794) 308, 406, 537, ii. (1797) 44
——, lieut. G., iii. (1801) 109.
——, mate C., v. (1809) 211.
Greaves, mid. G., vi. (1811) 39.
Green, maj.-gen. sir C., iii. (1804) 419.
——, lt. of mar. R., iv. (1805) 64.
——, mate J., iv. (1806) 379, (1807) 462.
——, lt. of mar. J., v. (1809) 273.
——, capt. A., vi. (1813) 256.
Greenaway, lieut. R., vi. (1813) 256, 258.
Greene, capt. P. B., v. (1809) 149, vi. (1813) 275, 276.
Greenwood, lieut. E. N., iii. (1804) 340, v. (1808) 109.
Greenway, mid. G., vi. (1812) 168.
———, mid. C., vi. (1814) 394.
Gregory, capt. G., i. (1795) 166, (1794) 323, ii. (1797) 97
———, lieut. C., iii. (1800) 54
———, lieut. J., iv. (1806) 252, capt. v. (1809) 149.
———, capt. C. M., v. (1808) 60, 63.
Greig, mid. D., i. (1794) 239.
Greig, capt., ii. (1799) 446, r.-adm. iv. (1807) 455.
Grenville, hon. T., ii. (1799) 458, 459, iv. (1805) 247, (1807) 428.
———, lord, iii. (1809) 5, iv. (1806) 287.
Greville, J. F. I. ser., iv. (1806) 349.
Grey, gen. sir C., i. (1793) 129, (1794) 311, 318, 320.
———, lieut. E., ii. (1799) 514.
——, lord, iv. (1806) 247
——, Mr., iv. (1806) 286, 288.
Grier, mid. T., iv. (1805) 196.
Griffin, lieut. C. W. G., vi. (1814) 486.
Griffinhoofe, mid. T. S., iv. (1805) 199
Griffith, capt. E., i. (1795) 349, ii. (1797) 39, (1798) 299, iii. (1805) 483, iv. 2, 223, 227, v. (1809) 267, r.-adm. vi. (1814) 479.
———, mid. J. C., vi. (1812) 262.
Griffiths, lieut. A. J., ii. (1797) 75, capt. iii.

(1801) 220, v. (1809) 250, 251, (1810) 313.
Griffiths, mast. T., iii. (1801) 202.
———, Mr. T., v. (1808) 63.
———, lt. of mar. T. H., vi. (1812) 95.
Grimes, lieut. E., v. (1810) 421.
———, Mr. J., vi. (1816) 582.
Grimshaw, lieut. J., vi. (1813) 243.
Grindall, capt. R., i. (1795) 349, ii. (1799) 396, iv. (1806) 37.
Grinfield, lt.-gen., iii. (1803) 299.
Grise, mid. A., v. (1811) 531.
Grosvenor, lt.-gen., v. (1809) 193.
Grotkachlag, lieut., v. (1811) 506.
Grouchy, gen., iii. (1797) 7, 11.
Groule, lieut. T., iv. (1806) 387.
Groves, lieut. J., vi. (1812) 89, 90.
Grubb, capt., v. (1808) 19.
Grubb, mid. C. J., vi. (1816) 583.
Grunderssar, capt., v. (1810) 461.
Guerin, capt. D., i. (1796) 531.
Guignier, lieut. J. F., ii. (1798) 127.
Guillemet, capt. F. C., i. (1795) 351.
Guillet, capt. P., iv. (1805) 181.
Guillard, capt. J. L., ii. (1798) 177.
Guion, capt. D. O., iii. (1801) 144, v. (1811) 509.
———, capt. G. H., v. (1810) 319, 334.
Guiren, mid. G., iv. (1805) 69.
Gunn, mate A., v. (1810) 344.
——, mid. A., vi. (1812) 76.
Gunning, lieut. G. W., vi. (1816) 583.
Gustot, mid. G., v. (1809) 229.
Guthrie, Mr. J., iii. (1801) 209.
Gutteri, don J. A., ii. (1797) 86.

Hackett, lieut. J., vi. (1814) 427.
Hadlow, mid. E., ii. (1798) 339.
Haggarty, pur. W., vi. (1812) 128.
Haggitt, capt. W., i. (1795) 389, ii. (1798) 167.
Haly, lt. of mar. W., vi. (1812) 107, 108, (1813) 245, 246, 248, (1814) 373.
Haines, mate J., iv. (1807) 450.
Halgan, capt. E., iii. (1804) 360.
Halkett, capt. P., ii. (1797) 97, iv (1807) 411, 461.
Hall, mate J., iii (1800) 61, lieut v. (1809) 256.
——, *mate*, iii (1804) 367.
——, lt. of mar. R., iii. (1804) 397, 399.
——, capt. R., iv (1806) 315, v. (1808) 131, (1809) 181, (1810) 375, vi. (1813) 244, 245.
——, lieut., iv. (1807) 488.
——, lieut. J. N. O., v. (1809) 209.
——, mid. J., v. (1811) 520.
Halliday, capt. J., v. (1810) 320.
———, lieut. M., ii. (1797) 135.
Halloweil, capt. B., i. (1793) 114, (1794) 272, 274, (1795) 371, 379, 382, (1796) 449, 450, ii. (1797) 80, (1798) 221, 281, 282, (1799) 396, 448, 415, iii. (1800) 54, (1801) 135, 142, (1803) 299, (1805) 469, 471, iv. 130, 137, (1807) 452, v. (1809) 207, c.-adm. vi. (1812) 64.
Hallowes, mid. J., vi. (1813) 226.
Halsted, capt. L. W., i. (1794) 243, (1796) 467, iii. (1801) 137, 140, iv. (1805) 155, 266.
———, lt. of mar. W., v. (1809) 201, 252, (1810) 375.
Halton, lieut. T., ii. (1797) 113.
Haly, mid. R. S., iii. (1800) 73, lieut. v. (1808) 56, 57.
Hamblin, mid. T., iii. (1801) 124.
Hambly, mate R., v. (1810) 376, lieut. vi. (1812) 109.
Hamelin, capt. J. F. E., iii. (1805) 445, 454, 456, v. (1808) 123, (1809) 280, 290, 295, (1810) 380, 424, 425, 430, 448, 453.
Hamilton, capt. C. P., i. (1794) 261, (1795) 349, ii. (1799) 526, 528, 529.
———, capt. sir C., ii. (1796) 212, 330, iii. (1801) 189.
———, sir W., ii. (1798) 223, 352, 400.
———, capt. E., ii. (1799) 526, 527, 529, 530, sir E. iii. (1801) 205.
———, mid. A. B., iii. (1800) 20.
———, capt. J., E. I. ser., iii. (1800) 66.
———, capt. A., E. I. ser., vi. (1804) 359.
———, mid. W., iv. (1806) 316, v. (1809) lieut. 201, vi. (1812) capt. 91, 92.
———, col. J., iv. (1807) 474.
———, lieut. A. F., v. (1810) 341.
Hamilton, Mr. P., vi. (1812) 148.
Hamley, lieut. W., vi. (1813) 252.
Hammond, pur. G., ii. (1799) 132.
———, capt. pr., ii. (1799) 494.
———, lieut. C., v. (1809) 210, 251, 252.
———, mate T., vi. (1812) 102.
Hamon, capt. J. P., iv. (1805) 249.
Hamond, capt. G. E., iii. (1801) 95, 97, (1804) 407, iv. (1805) 26.
Hampfield, col., i. (1794) 324, 325.
Hampton, maj.-gen., vi. (1813) 367.
Hanchett, capt. J. M., v. (1809) 196, vi. (1813) 337, 338.
Hancock, capt. J., iii. (1803) 258, (1804) 323, 326, 340, (1805) 431, v. (1808) 7.
———, lt. of mar. E., vi. (1813) 255.
———, lieut. J., vi. (1814) 373.
Hand, capt. T., ii. (1798) 170, iii. (1804) 144.
Handcock, mid. A. B., iv. (1805) 105.
Handfield, lieut. P. C., iv. (1805) 250, capt. (1806) 312, v. (1808) 12.
Handorff, adm., v. (1808) 21.
Hanlon, lt. of mar. J., v. (1808) 127, 128.
Hanmer, lieut. D., vi. (1813) 226.
Hannay, capt. A., E. I. ser., ii. (1798) 346.
Hanwell, mid. P. G., vi. (1816) 583.

Harcourt, b.-gen., v. (1810) 457.
Hardman, mid. H., vi. (1814) 430.
Harding, J., ii. (1798) 278.
———, Mr. G., v. (1808) 34.
Hardinge, mid. G. N., ii. (1799) 421, capt. iii. (1803) 259, (1804) 378, 379, 380, 381, v. (1808) 30, 32.
Hardy, capt. T., i. (1795) 427, 428, 429.
———, lieut. T. M., i. (1796) 523, ii. (1797) 89, capt. (1798) 223, 224, 266, (1799) 395, 397, 402, iii. (1801) 99, (1803) 265, (1805) 409, iv. 37, 55, 60, 83, 116, 136, 139, (1806) 301, (1807) 472, v. (1808) 119, 158, vi. (1813) 348, (1814) 469.
———, capt. J. O., i. (1796) 495.
———, mid. C., ii. (1798) 347.
Hardy, gen., ii. (1798) 179, iii. (1802) 242.
Hardyman, lieut. L., ii. (1799) 477, 484, capt. iv. (1805) 190, (1807) 511, v. (1809) 148, (1810) 334.
Harr, capt. C., i. (1793) 112, 114, 548.
——, capt. J. E., v. (1809) 149.
——, lieut. T., v. (1811) 499.
Hargood, capt. W., i. (1793) 136, 137, ii. (1804) 347, (1805) 462, iv. (1806) 37, 67, (1806) 301.
Harman, lieut. G., i. (1796) 471.
Harlowe, mid. T., iii. (1801) 108.
Harman, capt., E. I. ser., v. (1809) 292.
———, lieut. W., vi. (1813) 227.
Harness, mid. R. S., v. (1809) 201.
Harper, lieut. J., v. (1809) 257, capt. vi. (1813) 253, 260, (1814) 373.
Harrard, capt. don J., iii. (1801) 181.
Harrick, mid. E., v. (1809) 200.
Harriden, mast., i. (1796) 467.
Harrington, lieut. W., iii. (1800) 23.
———, lieut. D., iv. (1807) 450.
Harris, lieut.-gen., ii. (1799) 542.
———, lieut. J., iv. (1806) 282.
———, capt. G., vi. (1811) 39, 47, 53, 54, 55, (1814) 376, 391.
Harrison, lieut. T., i. (1794) 311.
———, capt. hon. J. H., vi. (1814) 446.
Harry, mate J., iii. (1801) 102.
Hart, capt. G., ii. (1799) 446, iii. (1803) 269, iv. (1807) 485.
Hartley, mate E., iv. (1805) 74.
Harvey, capt. H., i. (1793) 81, 173, 268, v.-adm. (1795) 349, 362, ii. (1798) 127, 141, 144, 150, v.-adm. of R. ii. (1801) 126.
———, capt. J., i. (1793) 81, (1794) 180, 217, 229, 230, 231, 258.
———, capt. E., v. (1794) 300, 310, iv. (1805) 36, 47, 87, 90.
———, lieut. E., iv. (1804) 370.
———, capt. J., iv. (1805) 2, v. (1809) 207, (1811) 479.
———, capt. T., iv. (1807) 425, v. (1808) 7, 10, 61.
Harvey, lieut. R., v. (1808) [illegible]
———, capt. B., v. (1810) [illegible] 365, 66, 67.
———, mate J., vi. (1[illegible] (1813) 265, (1814) 435.
———, mid. G., vi. (1813) [illegible]
———, lieut. J., vi. (18[illegible]
———, mid. J., vi. (1816) [illegible]
———, mid. G. W., vi. (18[illegible]
Harward, capt. J., ii. (179[illegible]
———, lieut. R., iii. [illegible] (1806) 282, capt. v. (18[illegible]
Harwell, mid., iv. (1807) [illegible]
Harwood, lt. of mar. E., [illegible] 418.
———, mid. J., vi. (18[illegible]
Hassan-Bey, ii. (1799) 43[illegible]
Hastings, lieut. T., vi. (18[illegible]
Haswell, lieut. J., iv. (18[illegible]
Hatley, lieut. J., ii. (17[illegible] (1809) 287, (1810) 392.
Hatton, lieut. V. T., v. (1808) 44.
Haultain, lieut. C., vi. (1813) 236.
Hauss, lieut., v. (1810) 461.
Hawker, lieut. T., i. (1796) 473.
———, capt. E., v. (1809) 271, (1810) 329, 312.
Hawkesbury, lord, iii. (1804) 252.
Hawkey, lt. of mar. R., v. (1808) 94, (1810) 364.
———, Mr. W., E. I. ser., v. (1810) 338.
———, lieut. J., v. (1809) 263, 264.
Hawkins, mid. S., i. (1793) 114, lieut. ii. (1798) 252, capt. vi. (1812) 126.
———, mid., ii. (1798) 325.
———, lieut. J., iii. (1803) 288, 289.
———, capt. E., iv. (1806) 383.
———, lieut. A. M., vi. (1812) 80, 81.
———, lieut. A., vi. (1815) 527.
———, mid. J., vi. (1816) 582.
Hawtayne, capt. C. S. J., v. (1810) 345, (1811) 495.
Hay, lieut. M., iv. (1805) 97.
——, lieut. J., v. (1808) 126.
——, capt. R., E. I. ser., v. (1810) 382, 387.
——, mid. A., v. (1811) 496.
Haye, lieut. G., v. (1811) 510, 511, 522, 523, 542, 551.
Hayes, capt. J., iii. (1801) 232, v. (1809) 277, (1810) 332, 338, vi. (1812) 64, (1813) 267, (1814) 406, 409, (1815) 527, 528, 550.
———, lt. of mar. J., iv. (1807) 493.
———, com. J., E. I. ser., vi. (1811) 48.
———, infl. C., v. (1811) 520.
Hayman, lieut. C., iii. (1804) 357, 358.
Haymond, capt., iii. (1801) 198.
Head, lieut. M., v. (1808) 107, capt. vi. (1813) 268.
Heathcote, capt. H., iii. (1804) 296, 299, vi. (1811) 47, (1813) 221.
———, mid. G. H., vi. (1816) 584.

Heighman, lieut. G., i. (1794) 199.
Heilberg, lieut., ii. (1797) 131.
Helpman, mate T., iv. (1806) 357.
Heming, lieut. S. S., iv. (1807) 484.
Hemings, mast., i. (1795) 509.
Henderson, lieut. R., iii. (1803) 239, (1804) 421, capt. v. (1810) 474, vi. (1814) 481.
———, maj., v. (1809) 361, 363.
———, lieut. W., v. (1811) 527.
———, lieut. J., v. (1813) 542, vi. (1813) 225.
Hendrie, mate J., iii. (1801) 191.
Henryson, capt. W., v. (1809) 213.
Henley, mid. J., iii. (1804) 428.
———, capt. R., vi. (1814) 495.
Hennah, lieut. W., iii. (1800) 85, iv. (1805) 69, 92.
Henniker, capt. M. J., iii. (1804) 339, 340.
Hensley, mid. A., vi. (1811) 30.
Heart, capt. A., iv. (1798) 260, v. (1809) 137, 208.
Henry, capt. J. B., i. (1793) 79, ii. (1799) 370, iv. (1803) 265, 284.
Henry, capt. J., i. (1794) 308.
Hepenstall, lieut. W., ii. (1798) 323.
Herbert, mid. C., i. (1795) 309, capt. hon. C. ii. (1798) 140, (1799) 487.
———, mid. M. H., iv. (1805) 192, (1807) 495.
———, Mr. T., v. (1810) 373.
———, lieut. T., vi. (1814) 469.
Herbert, capt. P. M., iv. (1806) 358, 362.
Herther, capt. L., ii. (1798) 156.
Herringham, mid. W., iv. (1805) 77.
Hervilly, comte d', i. (1795) 338.
Hesse-Philipsthall, prince of, iv. (1806) 316.
Hewett, W., iv. (1805) 201.
———, lt. of mar. J., vi. (1814) 486.
Heyland, lieut. H. J., vi. (1811) 44.
Heywood, Mr. T., i. (1793) 4, 5.
———, lieut. E., iii. (1801) 204, (1804) 330, 333, (1805) 444, capt. 330, 333, iv. (1807) 414.
———, capt. P., iv. (1807) 516, v. (1809) 139.
Hibbert, mid. J., iii. (1801) 171.
Hibbert, mid. E., vi. (1813) 250, vi. (1816) 562.
Hicks, lieut. W., vi. (1814) 507.
Higginson, lieut. J., iv. (1806) 272.
Higman, lieut. H., iv. (1806) 372.
Hildyard, capt. H., v. (1809) 259.
Hill, lieut. H., i. (1793) 114.
———, major, i. (1793) 429.
———, Mr. W., ii. (1799) 326.
———, W., iv. (1807) 474.
———, mate T., v. (1809) 56.
———, lieut. W., vi. (1809) 123, (1809) 232.
———, lieut. J. H., vi. (1812) 96.
———, Rev. J., vi. (1814) 228.
Hillier, mate, ii. (1801) 171.
———, Mr., iv. (1806) 332.
Hills, capt. J., i. (1794) 324.
———, capt. W., ii. (1799) 330.
———, lieut. J. B., iii. (1803) 279, (1804) 414, 416, 417.
———, lieut. A., iv. (1805) 117.
Hillyar, capt. J., iii. (1800) 73, 75, (1801) 144, 146, 151, (1804) 348, v. (1810) 174, vi. (1811) 22, 26, 47, 56, (1814) 414, 415, 417, 420, 421.
Hilton, lieut. S., v. (1809) 260.
———, capt. G., vi. (1814) 474.
Hinton, lieut. J., i. (1795) 385, iii. (1804) 340.
Hiser, capt., ii. (1797) 98.
Hislop, maj.-gen., v. (1810) 457, lt.-gen. vi. (1812) 192, 196.
Hoare, capt. R. W., vi. (1811) 40, 43, 47.
———, mid. G., iii. (1801) 109.
———, mate, vi. (1814) 498.
Hobart, lord, i. (1793) 432.
Hobbes, lieut., iii. (1801) 192.
Hoche, gen., i. (1795) 358, ii. (1797) 2, 4, 7, 42.
Hockly, lt. of mar. W., vi. (1813) 252.
Hodge, J. T., iv. (1805) 68.
———, mid. J., iv. (1805) 108.
———, lieut. W., iv. (1806) 293.
———, capt. A., v. (1809) 59.
Hodgkins, lieut. T., v. (1809) 56, (1810) 358.
Hoffman, capt. F., vi. (1812) 67, 68.
Hoffmeister, gen. J. M., vi. (1813) 365.
Hogg, gen. O., ii. (1798) 347.
Holbrook, mid. G., iv. (1807) 449.
———, lieut. T., vi. (1813) 256.
Holgate, mid. R., iv. (1805) 87.
Holland, mid. J., i. (1794) 228.
———, lieut. J. W., iii. (1801) 202.
Holland, capt., ii. (1797) 99, 105.
Hollingsworth, lieut. J., ii. (1797) 153.
Hollis, capt. A. F., iii. (1801) 191, v. (1809) 189, (1811) 470.
Holloway, capt. J., i. (1793) 94, (1794) 275, (1795) 360, 392, v. adm. iii. (1801) 177.
———, lieut. H., i. (1793) 114.
Holm, capt., v. (1811) 506.
Holman, lieut. W., ii. (1798) 328, v. (1811) 478.
Holmes, lieut. J. H., vi. (1809) 72.
———, mid. W., v. (1810) 373, mate (1811) 498, lieut. vi. (1813) 255.
———, Mr. J., vi. (1812) 168.
———, lt. of mar. E., vi. (1813) 248.
Holstein, lieut., v. (1811) 498.
Holt, mid. W., iv. (1806) 263.
———, lt. of mar. D., iv. (1807) 439.
Holloway, capt. of mar. W., vi. (1814) 485.
Home, capt. H., i. (1796) 551.
Hoorey, capt. G. M., iv. (1807) 509.
Hoorncastle, lieut. R., i. (1795) 373, capt. iii. (1803) 241, 310, (1805) 443, iv. (1806) 363, (1807) 514.

Hood, v.-adm. sir A., i. (1793) 81, (1794) 179, 238. See lord Bridport.
——, v.-adm. lord, 89, 94, 97, 99, 100, 101, 105, 107, 110, 119, 121, 122, 125, adm. (1794) 266, 267, 271, 272, 274, 275, 277, 281, (1796) 449.
——, capt. S., i. (1794) 278, 279, (1795) 391, ii. (1797) 82, 85, 86, (1798) 221, 236, 241, 251, 256, 267, 277, 279, 281, 282, (1799) 326, 413, iii. (1800) 36, (1801) 163, 185, (1803) 299, (1804) 352, 358, sir S. iv. (1805) 266, 301, (1806) 356, 379, 411, (1807) 508, v. (1808) 17, 20, 22, 48.
——, capt. A., ii. (1798) 155, 159, 160.
——, lieut. S. T., vi. (1812) 107, (1813) 245, 246, 247.
——, mid. A., iii. (1809) 27.
Hoope, mid. J., v. (1809) 221.
Hooper, mid. J., vi. (1812) 78.
——, lieut. B., vi. (1812) 78.
Hope, capt. W., i. (1794) 179, 220, 258, ii. (1799) 446, iii. (1801) 142.
——, capt. G., i. (1795) 379, ii. (1798) 266, 278, (1799) 397, iv. (1805) 37, v. (1808) 17.
——, br.-gen., iii. (1801) 148, sir J. v. (1809) 194, 201.
——, W., E. I. ser., iv. (1806) 349.
——, capt. H., v. (1809) 209, vi. (1814) 470, 479, (1815) 527, 538, 539, 545.
——, lieut. D., v. (1810) 323, 325, 326, vi. (1812) 167, 168, 172, 178.
Hopkins, lieut. H., ii. (1797) 80.
——, capt. J., ii. (1798) 253.
——, Mr. M., vi. (1816) 584.
Horn, lt. of mar. J., v. (1809) 132.
——, lieut. J. R., v. (1808) 129.
Horn, mate P., iii. (1801) 109.
——, lieut. P. T., vi. (1816) 583.
Hornby, capt. P., v. (1811) 5, 13.
Horncastle, capt. J., i. (1794) 281.
Horne, Mr., iii. (1800) 68.
——, lt. arm., v. (1810) 441.
Hornman, pur., R. L., v. (1808) 69.
Hornsey, lieut. J., ii. 79.
Horton, lieut. J. S., i. (1795) 415, capt. ii. (1797) 132, 133, iii. (1800) 42.
——, mid. J., vi. (1814) 39.
Hosack, Mr. A., v. (1809) 201.
Hoskins, mast. T., iii. (1801) 205.
Hoste, capt. W., ii. (1799) 397, iv. (1806) 313, v. (1809) 77, 78, (1809) 225, 237, 237, (1810) 360, 368, 369, 372, (1811) 512, 513, 515, 518, 521, 525, 527, 530, 548, vi. (1812) 106, (1813) 245, 247, 257, 260, (1814) 372, sir W. (1817) 502.
——, mid. T. E., v. (1809) 259, (1810) [illegible] vi. (1813) 245, 248.
[illegible] G., v. (1810) 397.
[illegible] W., i. (1793) 91, (1794) [illegible] 362, 366, 368, 369, 373, 377, 378, adm. 379, [illegible] 388, 393, 411, 420, (1796) [illegible]
Hotham, lieut. H., i. (1794) [illegible] (1801) 220, iv. (1805) [illegible] 139, vi. (1812) 59, 69, 71, [illegible] 539.
——, capt. W., i. (1795) [illegible] (1797) 97, 167, (1799) 51[illegible]
——, lieut. W., vi. (1813) [illegible]
Hough, lieut. J. J., v. (1809) [illegible]
Houghton, lieut. W., v. (180[illegible]
——, b.-gen., v. (1809) [illegible]
Howard, Mr. J., iv. (1806) [illegible]
——, mate T., vi. (1816) [illegible]
Howden, lt. of mar. M., v. [illegible]
Howe, adm. lord, i. (1793) [illegible] 85, 88, 89, 90, 179, (1794) [illegible] 186, 187, 194, 201, 203, [illegible] 210, 211, 226, 227, 229, [illegible] 231, 236, 237, 260, 261, [illegible] 431, ii. (1797) 33, 34, [illegible] 113, iii. (1800) 12, iv. (18[illegible]
Howman, lieut. J. R., vi. (1[illegible]
Hubert, capt. J. J., iii. (180[illegible]
Hubert, R., iv. (1807) 474.
Hudson, capt., E. I. ser., i. [illegible]
——, mast. W., iv. (180[illegible]
——, mid. J., vi. (1813) [illegible]
Huggell, lieut. W., i. (1795) 417.
Hughes, mid. J., i. (1794) 239.
——, br.-gen., iii. (1801) 150.
——, lieut. W. J., iv. (1806) 358.
——, mate W. R., iv. (1806) 391.
——, Mr. W., vi. (1812) 84.
Hugues, gen. V., i. (1796) 511, ii. (1799) 539, iii. (1801) 198, iv. (1804) 349, v. (1809) 307, 309.
Huguet, capt., i. (1794) 182.
——, lieut. S. A., v. (1809) 61.
Huijs, capt., ii. (1799) 445.
Huish, lieut. G., iii. (1800) 89.
Hull, mid., iii. (1801) 157.
Hull, capt. J., vi. (1812) 122, 133, 134, 136, 141, 146, 151, 199, (1813) 288, 317.
——, gen., vi. (1813) 334.
Humbert, gen., ii. (1797) 7, 28, (1798) 177, 178, 179, 211.
Humble, Mr. J., vi. (1812) 192, 193.
Hume, mid. J., v. (1809) 201.
Humphreys, lieut. S. P., ii. (1799) 406, capt. iv. (1807) 475, 476, 477, 481.
——, Mr J., vi. (1811) 2.
Hungerford, gen., vi. (1814) 443.
Hunt, capt. N., i. (1794) 273, 353, (1795) 423, (1796) 450.
——, capt. W. B., vi. (1812) 79.
——, mid. R., vi. (1813) 226.
——, lt. of mar. H., vi. [illegible]
Hunter, capt. J., i. (17[illegible]
——, mast. W., i. [illegible]
——, mid. H., v. (1[illegible]
——, lieut. C. N., v[illegible]

Hunter, mate J., vi. (1815) 522.
Huntley, lt.-gen. marq., v. (1809) 173.
Hurst, lieut. T., vi. (1813) 264.
Husband, lt. of mar. J., v. (1808) 35.
Huskisson, capt. T., v. (1809) 267.
Hussey, lt. of mar. P., iii. (1801) 146.
———, capt. of mar. T., vi. (1813) 243.
Hutchinson, maj.-gen. J. H., iii. (1801) 149, 151, 161.
———, mid. D., v. (1811) 540.
———, mid. W., vi. (1813) 253, 255, lieut. 303, 343.
Hutt, capt. J., i. (1793) 164, (1794) 179, 217.
Hutton, lt. of mar. H., iii. (1800) 50.
Huys, capt.-lieut., ii. (1797) 98.

Huysmurfley, ii. (1799) 440.
Illingworth, mate J., v. (1810) 320, 341.
Imbert, capt., i. (1793) 98.
Imbert, capt., vi. (1813) 244.
Incledon, capt. R., i. (1794) 317.
Indefatigable, capt., iii. (1800) 53.
Inflexible, capt. L. A. C., iii. (1803) 276, iv. (1805) 39, 164, v. (1809) 205.
Inglefield, capt. J. N., i. (1794) 275.
———, lieut. S. H., ii. (1799) 419, capt. v. (1808) 74.
Inglis, capt. P., ii. (1797) 15.
——, capt. J., ii. (1797) 97.
——, capt. C., iii. (1801) 144, v. (1808) 10, (1809) 267, 252.
——, lieut. G., vi. (1813) 264.
Ingram, lieut. W., vi. (1814) 418.
Inman, capt. H., i. (1793) 101, ii. (1798) 158, iii. (1800) 60, 62, (1801) 97, iv. (1805) 2, 266.
Innes, lieut. T., iii. (1804) 171.
Inwood, Mr. R., i. (1793) 49.
Irby, mid. hon. C. L., iv. (1807) 514.
——, capt. hon. F. P., v. (1809) 140, 147, 246, (1811) 494, vi. (1813) 266, 267, 270, 273.
Ireland, lieut. T., i. (1794) 250.
Irving, lieut., vi. (1813) 264.
Irwin, mid. W., i. (1795) 385.
——, capt. J., ii. (1797) 44, (1799) 379, v. (1809) 181.
——, lieut. T., ii. (1796) 253.
——, lt. of mar. R., iii. (1805) 276.
——, mid. D., v. (1809) 306.
Isacke, capt. M., K. I. ser., v. (1808) 30.
Isabella, iv. (1807) 530.
Ives, mate E., v. (1799) 422, 426.
Ivey, mid. W., i. (1794) 224.
Ivy, 4 gun., v. (1810) 494.

Jacob, capt. L. L., ii. (1798) 180, iii. (1800) 59, (1805) 446, v. (1809) 140.
Jacobs, lieut. C., i. (1794) 257.
Jamaica, capt. ii. (1797) 98.
Jackson, mast. R., ii. (1797) 79.
Jackson, lieut. S., iii. (1800) 12, (1801) 187, capt. (1803) 260, 261, (1804) 330, v. (1808) 5, 17, 26.
———, iii. (1800) 49, 50.
———, mid. T., iv. (1806) 281.
———, Mr., iv. (1807) 413, v. (1810) 434.
———, lieut. G. V., v. (1809) 260.
———, lt. of mar. J., v. (1810) 436, 441.
———, lieut. R. M., vi. (1814) 398.
———, capt. R., vi. (1814) 391.
Jackson, maj.-gen., vi. (1815) 523.
Jagerfelt, com., v. (1808) 19.
Jagerschold, capt., v. (1808) 19.
Jago, mid. S., iv. (1805) 68.
——, lieut. J. S., vi. (1816) 592.
Jalliasse, capt., i. (1794) 282.
Jamelle, gen., vi. (1811) 56.
James, Mr. T., i. (1793) 140.
———, lieut., ii. (1797) 140.
———, lieut. P. P., iv. (1806) 333.
———, mate H., vi. (1813) 318.
Jane, capt. P. F., v. (1808) 59, 60, 61.
Jane, lieut. H., iii. (1800) 58, capt. vi. (1815) 540, 547.
Janus, capt. P., ii. (1799) 531.
Jamaica, gen., iv. (1806) 395, vi. (1811) 46, 50, 56.
Janverin, mid. R., i. (1799) 420, iii. (1801) 163.
Jardine, mid. J., vi. (1816) 584.
Jarrett, Mr. T., ii. (1798) 383.
Jarvis, lt. of mar. A., vi. (1813) 263.
Jay, mid. C., iv. (1807) 450.
Jay, Mr., vi. (1811) 2.
Jeakes, capt., E. I. ser., v. (1809) 257.
Jeans, lieut. J., ii. (1798) 252.
Jefferson, presid., iii. (1802) 210, iv. (1807) 492.
Jeffery, ii., iv. (1807) 503, 506, 507.
———, pur. S., v. (1810) 356, (1811) 520.
Jeffries, lieut., v. (1810) 461.
Jenkins, capt. H., ii. (1799) 353, 355, 360.
———, mid. J., iv. (1805) 49.
———, lieut. G., v. (1809) 279.
———, lieut. W., v. (1810) 393.
———, mast. J., v. (1810) 425.
Jennings, lieut. U., ii. (1797) 204, 213.
Jephcott, lieut. W., i. (1795) 384.
Jermy, lieut. C. D., v. (1809) 270.
Jervis, v.-adm. sir J., i. (1793) 99, (1794) 308, 313, 320, adm. (1795) 393, 396, (1796) 439, 440, 442, 444, 449, 454, 455, 457, 458, 478, 479, 525, ii. (1797) 43, 44, 48, 49, 54, 67, 70, 71, 75, earl St.-Vincent 77, 80, (1799) 113, 225, 228, 255, 271, 283, 297, (1799) 371, 375, 379, 380, 385, 390, 405, 406, iii. (1800) 7, (1801) 120, (1804) 310.
———, mid. J., iii. (1800) 40.
Jones, capt., v. (1809) 45.
Jewell, lieut. J., ii. (1799) 358.
———, lt. of mar. J., iii. (1800) 75.

Jewell, mid. W. N., iv. (1805) 74.
Jewers, mate R. P., v. (1809) 155.
John, lt.-col. H., vi. (1814) 489, 481.
Johns, lt. of mar. J., vi. (1813) 303.
Johnson, lieut. D., ii. (1797) 105.
———, lieut. J., iii. (1801) 108.
———, lieut. E., iii (1801) 108.
———, mid., iii. (1804) 326.
———, Mr. E. J., v. (1808) 45.
———, lieut. U., v. (1808) 129, 132.
———, Mr. J., v. (1810) 366.
———, G., v. (1811) 495.
———, capt. J., vi. (1811) 47.
Johnson, mast. W., vi. (1815) 520.
Johnston, capt. C. J., v. (1808) 93, 94.
———, lieut. F. J., vi. (1816) 582.
Johnstone, capt., ii. (1799) 474.
———, lieut. J., iii. (1801) 228, capt. v. (1810) 388.
Jolliffe, lieut. G., ii. (1798) 253.
Joly, lieut. J. J. M., iii. (1804) 356.
Jones, surg. W., i. (1793) 114.
——, capt. hon. C., i. (1796) 476, ii. (1797) 13.
——, mid., ii. (1797) 104, (1799) 422, 426.
——, mid. C., iii. (1801) 108.
——, capt. R., iii. (1801) 121, 123.
——, mate J., iii. (1801) 197.
——, mid. E., iii. (1804) 379.
——, mate W., iv. (1807) 450.
——, lieut. J., iv. (1807) 487.
——, mast. J., v. (1808) 126.
——, mate D., v. (1809) 254.
——, lieut. G. M., v. (1809) 258.
——, mate J., v. (1810) 436, 441.
——, lieut. T., vi. (1812) 79.
——, mate C., vi. (1812) 192.
——, lieut. T. W., vi. (1813) 230, 238.
——, mid. L. T., vi. (1816) 584.
Jones, capt. J., vi. (1812) 159, 160, 162, (1813) 214, 346, (1814) 473.
——, lieut. T. A. C., vi. (1815) 520.
Joputo, capt. don R., iii. (1801) 181.
Jordain, surg. J., ii. (1797) 147.
Jordan, capt. J., ii. (1797) 141.
Jorgenson, capt. J., v. (1808) 29.
Jortin, capt. M., vi. (1813) 230.
Joubert, gen., ii. (1798) 275.
Joy, Mr. W., iii. (1801) 108.
Joyce, capt. J., v. (1809) 149, 155.
Jugan, capt. N., iv. (1806) 365, 379, v. (1809) 206.
Julien, lieut. J., iv. (1806) 328.
Junot, gen., iv. (1807) 457, 460.
Jurien, capt. P. R., iii. (1800) 66, 269, (1803) 259, v. (1809) 140.

[illegible] (1811) 547.
[illegible] (1807) 407.
[illegible] (1809) 287, 288, 290, [illegible], 431, 437.
[illegible], i. (1793) 81, (1794) 302, (1795) 360, (1796) 456, [illegible] 180, (1799) 390, 391, (1801) 163, (1803) 263, (1806) 268, 271, 366, [illegible] 424, r.-adm. v. (1808) 17[illegible] (1809) 144, 179, 192, 19[illegible] vi. (1813) 312.
Keay, mid., vi. (1816) 584.
Keele, mid. E., vi. (1812) [illegible]
Keenor, lieut. G., ii. (1797[illegible]
Keith, lieut. sir G. M., [illegible] (1811) 495, vi. (1813) 2[illegible]
Kellerman, gen., i. (1793) [illegible]
Kelley, capt. W., ii. (1798[illegible]
Kelly, capt. W. H., i. (1[illegible] 401, 426.
——, lieut. W., iii. (1801[illegible]
——, lieut. E., v. (1809) 2[illegible]
——, capt. B. M., vi. (18[illegible]
Kempthorn, mid. C. H., v[illegible]
Kempthorne, lieut. W., v[illegible] 269, capt. vi. (1816) 57[illegible]
Keogh, capt. R., v. (1810[illegible] 472, vi. (1814) 454, 46[illegible]
Kendall, lt. of mar. G., v[illegible]
Kendis, capt. K., iv. (180[illegible]
Kennedy, lieut. T. F., ii. (1798) 311, iv. (1805) 86, 87.
Kennicott, mid. G., iv. (1805) 64.
——, mid. C., vi. (1813) 271.
Kent, capt. of mar. R., iv. (1807) 444, 449.
——, lieut. B., vi. (1812) 145.
Kentish, lieut. S., vi. (1813) 238.
Ker, lieut. G. L., iii. (1805) 446.
Keranguin, capt. B., i. (1793) 79, 182.
Kerguelen, r.-adm. T. I., i. (1793) 79, (1794) 174, 250, 251, (1795) 333, 340, 356, (1796) 496.
Kerhuel, lieut. F. L., iii. (1803) 269.
Kerr, lieut. A. R., i. (1793) 145, ii. (1799) 500, capt. v. (1809) 138, 143, (1810) 336, vi. (1813) 347, (1815) 540, 546, 556.
——, capt. M. R., ii. (1798) 284.
——, mast. J., vi. (1812) 119.
Kerstenan, lieut. L., iv. (1807) 517.
Kerveresan, gen., iii. (1803) 249, 269.
Kerwal, capt., i. (1794) 285.
Khrom, capt. J. H. L., iv. (1806) 265, v. (1808) 4.
Killegrieff, lieut., iii. (1800) 58.
Kilmaine, gen., ii. (1797) 164.
Kindall, lt. of mar. R., [illegible] (1809) 12[illegible]
King, r.-adm. sir R., [illegible] 394, v. (1808) 5, vi. [illegible]
——, lieut. E. D., i. (1[illegible]
——, capt. R., ii. (17[illegible] 349, iii. (1801) 196[illegible] (1806) 379.
——, capt. hon. E., [illegible] (1806) 369.
——, lieut. A., iii. [illegible] (1809) 199.

King, mid. N., iv. (1807) 439, lieut. vi. (1814) 436.
——, mate R., v. (1809) 229.
——, lieut. W., iii. (1804) 365, 367, 421, capt. iv. (1806) 394.
——, lieut. H., vi. (1814) 460.
——, lieut. G. M., vi. (1816) 582.
Kingdom, mid. J., v. (1810) 340, 341.
Kingston, mid. R., v. (1811) 526.
——, lt. of mar. J., iv. (1805) 89.
Knowel, mid., i. (1794) 238.
Kippen, capt. G., vi. (1814) 479.
Kirby, mast. E., ii. (1798) 253.
——, mast. W., iii. (1801) 122.
Kirchner, lieut. J. G., ii. (1798) 253.
Kirgwery, capt., ii. (1797) 179.
Kirk, Mr., iv. (1807) 495.
——, mid. E. B., vi. (1815) 582.
Kirkpatrick, capt. J., E. I. ser., iii. (1804) 360.
Kittoe, capt. W. H., i. (1794) 533.
——, capt. E., v. (1809) 192.
Kléber, gen., ii. (1797) 217, 226. (1799) 411, 414, 426, 433, 442, 443, iii. (1800) 30, 36.
Knapman, mid. E., iv. (1805) 103.
——, lt. of mar. W. S., v. (1811) 529.
Knetzlaw, lieut. J., vi. (1813) 226.
Knight, capt. J., i. (1793) 94, (1794) 275, (1795) 382, ii. (1797) 97, (1799) 374, r.-adm. iii. (1805) 483.
——, mid. W., i. (1793) 114, lieut. ii. (1799) 419, 421.
——, lieut. H., iv. (1807) 415, 469.
——, mate T. E., v. (1808) 40.
Knowles, capt. sir C. H., ii. (1797) 44.
——, lieut. arm., vi. (1811) 39.
Knöff, capt., ii. (1797) 98, (1799) 445.
Knobbe, capt., iii. (1801) 92.
Knoft, capt., ii. (1797) 98.
Krebs, mate, iii. (1801) 149.
Krusenstjerna, capt., v. (1808) 19.
Kynaston, mid. C. H., iv. (1806) 282.
Kynsey, mate J., v. (1809) 210.

Labastard, capt. J. M. P., ii. (1798) 180, iii. (1803) 272.
Labatel, capt., i. 79.
Lacaille, capt. C. N., v. (1809) 137, 171, 186.
Lacey, Mr., v. (1809) 231.
Lacombe-Saint-Michel, gen., i. (1794) 272.
Lacoudiere, capt. M. A., ii. (1798) 180.
Lacroix, M., ii. (1797) 32, iii. (1801) 152.
La Crosse, com. J. R., ii. (1797) 6, (1798) 164, 169, r.-adm. iii. (1804) 337, 444, 446, (1805) 466.
Ladvée, G., iii. (1801) 133.
La Forgue, capt., ii. (1797) 6.
Lafon, capt., v. (1809) 187.
Lafont, capt. G., v. (1810) 346.
Lafoley, r.-adm. sir J., i. (1793) 163, 164, (1796) 527.
Laforey, capt. F., i. (1794) 294, 296, 296, (1796) 488, sir F. ii. (1798) 168, 173, 174, iii. (1805) 485, iv. 37, v. (1808) 5, (1809) 252.
Lagerstrale, capt., v. (1808) 19.
Lagrange, gen., iii. (1801) 151, 152. (1804) 349, iv. (1805) 255, 256, 259, 262.
Lahalle, capt. P. N., v. (1809) 215, 310, vi. (1813) 275.
Laharpe, gen., i. (1793) 107.
Laignel, capt. G., iv. (1806) 263, v. (1809) 206.
Laing, mast. D., v. (1811) 533, 534.
Lake, lieut. J., iii. (1805) 444.
——, capt. W. T., iv. (1806) 297, vi. (1812) 91, (1814) 391.
——, lieut.-gen., ii. (1798) 179.
——, lieut. hon. W., iii. (1803) 291, 292, 294, capt. iv. (1807) 505, 506, 507, v. (1809) 240.
Lallemand, capt. F. L., ii. (1799) 532.
Lalonde, capt., iii. (1801) 161.
Lamarque, capt. C., iii. (1804) 393.
La-Marre-la-Meilleraie, capt. L. C. A., iv. (1805) 169, iv. (1806) 365, 367, v. (1809) 206.
——————, capt. A. F. Z., v. (1810) 368, v. (1811) 521.
Lamb, lieut. W., ii. (1797) 114.
——, mid. T., ii. (1799) 426.
——, mid. J., iv. (1806) 316, 317, lieut. v. (1808) 38.
Lambert, capt. R., i. (1795) 431, (1796) 533, iii. (1801) 99, vi. (1814) 371, 391.
——————, mid. A., ii. (1799) 419.
——————, capt. H., iii. (1804) 382, 386, iv. (1805) 174, v. (1810) 388, 392, 396, 399, 415, 423, 424, 426, 430, 432, vi. (1812) 182, 183, 189, 197, 200.
Lambert, capt. A., iv. (1806) 358.
Lambour, capt. B. I., iii. (1804) 323, (1805) 448.
Lamet, capt., i. (1794) 182, 254.
Lamond, mast. D., iii. (1801) 103.
Lamoureux de la Glacière, capt. T. J., v. (1809) 271.
Lampblier, lieut. V., v. (1810) 314.
Lancaster, mid. H., v. (1809) 201.
——————, lieut. R. D., vi. (1814) 435, 436.
Lancester, capt., ii. (1797) 98.
Landais, r.-adm., i. (1793) 79, 175.
——————, Mr., ii. (1799) 468.
Landeman, M. F., vi. (1813) 276.
Landolphe, com. J. F., iii. (1800) 66.
Landry, lieut. F. T. G., (1797) 581.
Lane, capt. R., i. (1796) 528, 529.
——, lieut. W., ii. (1797) 113.
——, mid. G. D., v. (1809) 80.
La Netyl, capt. J. G., v. (1809) 270.
Lanfesty, mid., ii. (1798) 252.
Lang, J., vi. (1812) 160.

Langara, adm. don J., i. (1793) 110, 111, 121, (1796) 444, 449.
Langdon, lieut. J., iv. (1807) 468.
Langford, lieut. F., iii. (1801) 122, capt. iv. (1806) 269.
———, capt. G., v. (1808) 29.
Langlands, mast. R., v. (1811) 543, vi. (1812) 98.
Langlois, capt. C. M., i. (1793) 79, 182.
———, capt. J. J. J., iv. (1806) 379.
Langton, mid. T. W., vi. (1811) 42, 43, 107, (1813) 248.
Lannes, gen., ii. (1799) 414, 425, iii. (1805) 457.
Lannoy, gen., iii. (1801) 146, 147, 148.
Lapenotiere, lieut. J. R., iv. (1805) 37, capt. v. (1810) 345.
La Place, capt., iii. (1804) 395.
Lapoule, capt., iii. (1804) 400, iv. (1805) 185.
La Porte, lieut., ii. (1798) 334.
Lapoype, gen., i. (1793) 100, 107, 110, iii. (1803) 302, 303.
Larans, surg. J., vi. (1812) 81.
Larcom, lieut. J., i. (1794) 257.
———, capt. T., i. (1795) 349, ii. (1799) 369, 384.
Laribosière, gen., iii. (1805) 451.
Larkan, lieut. R., i. (1794) 257.
———, lieut. J., i. (1794) 257.
Larkins, capt. T., E. I. ser., iii. (1804) 359, iv. (1806) 344, 350, 351.
Larmour, capt. J., iii. (1801) 144.
Laroche, capt. C., iv. (1807) 488, 491, 492.
Laroche, capt. C., ii. (1797) 6.
Laroque, capt. J. B. M., ii. (1797) 117.
Larrégny, capt., i. (1794) 182.
Lasry, gen., iv. (1806) 308.
La Touche-Tréville, r.-adm. R. M., iii. (1801) 120, (1803) 263, iv. (1804) 345, 348.
Latour, capt., i. (1796) 459, 506.
Laugharne, lieut. T. L. F., v. (1810) 389, capt. vi. (1812) 127, 128.
Launder, lieut. F. W., ii. (1798) 253.
Laurell, ins., ii. (1798) 298.
Laurence, capt. N., v. (1810) 352.
Laurie, lt. of mar. J., vi. (1814) 486.
Lauriston, gen., iii. (1804) 349, (1805) 489.
Lauzun, gov. J. R., iii. (1800) 87.
Lavalette, M., ii. (1799) 435.
Lavie, capt. T., iv. (1805) 359, 362, 384.
La-Villegris, capt. G. J. N., i. (1791) 182, iii. (1805) 468, iv. 39.
[illegible] J., vi. (1813) 393.
[illegible] J., i. (1794) 353, ii. (1799) [illegible] 97, v. (1808) 36.
[illegible], v. (1808) 22.
[illegible] J., iv. (1806) 231, lieut. [illegible]
[illegible] D., v. (1808) 65.
[illegible] mar. T. L., vi. (1812) 90.
Lawrence, lieut. J., iii. (1804) 2[illegible] (1812) 116, 182, 197, (1813) [illegible] 281, 282, 287, 288, 291, 298.
———, J., iv. (1807) 479.
Lawrie, lieut. R., i. (1794) 19[illegible] (1801) 204, sir Robt. iv. [illegible] 189, 192, 194, 195.
———, lt. of mar. W., iv. (180[illegible]
Lawson, mast. W., ii. (1798) 2[illegible]
———, mate W., iv. (1805) 1[illegible]
———, mid. W., vi. (1813) 2[illegible]
Leake, lieut. W., iii. (1804) 3[illegible]
———, mid. H. M., vi. (1813) [illegible]
Lebeau, capt. P. M., i. (1794) [illegible]
Le Bozec, capt. P. M., ii. (179[illegible]
Lebozec, capt. C., ii. (1799) 3[illegible] 137.
Lebrun, capt. J. M., ii. (1797) [illegible]
———, M., iii. (1800) 4.
Lecamus, lieut. F. M. L. A. J. [illegible] 242.
Leckey, mate, ii. (1796) 359.
Leclerc, gen., iii. (1802) 247.
Le Coat St.-Haouen, com. Y[illegible] (1799) 370.
Lecoiler, lieut. J. B. L., ii. (17[illegible]
Leddon, lt. of mar. W., iv. ([illegible]
Ledur, com. A., iv. (1806) 358, 362.
Lee, mast. M., ii. (1798) 339.
——, capt. J., ii. (1799) 505, 508.
——, capt. R., iv. (1805) 155, 158, (1806) 336, 379, (1807) 458, v. (1811) 508.
Leech, mid. R., v. (1810) 441.
———, mast. A., vi. (1814) 406.
Leeds, J., vi. (1811) 10.
Leef, capt. T., iii. (1800) 60.
Leeke, mid. H. J., v. (1809) 210.
Lefebvre, mast., iv. (1807) 406.
Le Forestier, capt., vi. (1812) 70.
Le Franc, capt., i. (1794) 182.
Lefroy, mid. C. H. B., iv. (1805) 176.
Le Geyt, capt. G., iv. (1805) 186, (1806) 373, 374, v. (1808) 124.
Leggatt, Mr., i. (1795) 408.
Legge, capt. hon. A. K., i. (1794) 180, (1795) 422, iv. (1805) 1, 2, 266, (1807) 432, v. (1808) 10.
Legrand, capt. J. F., ii. (1798) 180, 197, 198.
Legros, capt. F., v. (1809) 265, vi. (1813) 222.
Le Hunte, lieut. F., vi. (1813) 244.
Leigh, mate T., v. (1810) 373.
Leissegues, r.-adm. C. D., iv. (1806) 265, 267, 268, 273, 284, 288, 291.
Le Jolle, capt., i. (1795) 365, ii. (1798) 230, 277, 341, 343, (1799) 39[illegible]
Le Joliff, capt. E. H., ii. [illegible]
Lelarge, r.-adm., i. (1793) [illegible]
Lemaitre, M. J., vi. (1814) [illegible]
Le Marant-Kerdaniel, lieu[illegible] (1807) 466, v. (1809) 2[illegible]

Lasarevgador, capt. J. F., v. (1808) 112, (1810) 328, vi. (1811) 21, 32
Lemprière, mid. G., ii. (1798) 347.
Le Neve, par. W. H., v. (1808) 49.
Lennock, capt. G. G., v. (1811) 425, vi. (1812) 74.
Lennox, capt. C., ii. (1797) 115.
Lenox, lieut. J., i. (1796) 467.
Leopard, mid. T., ii. (1797) 104.
Le Roy, capt. G., ii. (1797) 6, ii. (1799) 370, iii. (1801) 177, 181, (1804) 332, (1805) 457.
Leriche, par. W., iv. (1806) 373.
Lesby, mast. R., v. (1810) 413, 419, 429.
Lester, lieut. W., vi. (1813) 263.
L'Estrille, capt. D., ii. (1797) 98.
Letchmere, capt. W., iv. (1805) 2, 37.
Letellier, capt. J. M., iii. (1805) 468, iv. 39, vi. (1813) 222.
Letourneur, M., i. (1795) 376.
Leturcq, gen., ii. (1799) 432, 433.
Levêque, capt. J. P., i. (1793) 79.
L'Evêque, capt. C., iii. (1805) 457.
Le Vesconte, mid. P., iii. (1801) 108, lieut. 124.
Le Vigoureux, capt. A. J., iv. (1806) 265.
Lew, mid. J., v. (1811) 526.
——, mid. H., v. (1811) 542.
Lewis, lieut. J., iv. (1806) 369, 370.
——, lt. of mar. H., vi. (1811) 30.
——, Mr. F., v. (1811) 520.
——, mid. W., vi. (1812) 166.
——, mast. A., vi. (1813) 264.
——, maj. of mar. G., vi. (1814) 440.
L'Héritier, capt. L., i. (1794) 182, com. ii. (1797) 6, 139, (1799) 370.
L'Hermite, capt. J. M. A., i. (1794) 209, (1796) 498, ii. (1798) 306, 315, 316, (1799) 505, 508, 510, iv. (1806) 382, 384.
Hermite, r.-adm. C., v. (1811) 478, vi. (1812) 63.
L'Hospitalier-Villemadrin, capt. C. E. L., iii. (1805) 468, iv. 39.
L'Huillier, capt., i. (1794) 204.
Libby, lieut. E., ii. (1797) 63.
Liddon, mid. M., v. (1810) 373, vi. (1813) 327.
Lilburn, capt. J., v. (1811) 484, 490.
Lillicrap, lieut. J., iii. (1801) 187, capt. vi. (1814) 400.
Lily, capt. of mar. P., iv. (1805) 106.
Liming, Mr. J., v. (1808) 45.
Lind, capt. J., iii. (1804) 386, 401, 463.
Lindsay, capt. C., ii. (1797) 44, 49.
——, lieut. J., v. (1808) 127, 128.
Lindsey, clerk D., iii. (1801) 172.
Linier, col., iv. (1806) 399, gen. iv. (1807) 510.
Linthorne, mid., i. (1794) 225.
——, lieut. T., ii. (1797) 113.
Linzee, capt. R., i. (1793) 94, 122, 123, 152, (1794) 267, r.-adm. 275, 277, (1795) 366, v.-adm. 382.
Linzee, capt. S. H., i. (1795) 391, 557, iii. (1801) 196, iv. (1805) 2, (1807) 411.
Lions, mid. J., iii. (1801) 197.
——, mast. A., iii. (1801) 230.
Little, capt., iii. (1800) 79.
Little, Mr. R., iv. (1805) 72.
——, lieut. J., iv. (1807) 494.
——, lt. of mar. R. G., v. (1810) 342.
Littlehales, lieut. B. R., ii. (1797) 24, 25, capt. iii. (1803) 299.
Littlejohn, capt. A., i. (1795) 363, 365, 557.
——, mid. D., vi. (1813) 303.
Lives, mid. T., v. (1811) 485.
Livermore, Mr. S., vi. (1813) 297.
Livingstone, lieut. G. A., ii. (1797) 63.
——, capt. sir T., iii. (1801) 132, (1805) 453, iv. (1806) 328, 329, (1807) 502.
Lloyd, lieut. H., i. (1796) 491, ii. (1798) 299.
——, mate J., iii. (1804) 370.
——, lt.-col., iii. (1801) 134.
——, lieut. J. L., iv. (1805) 104.
——, lieut. R., iv. (1805) 101, capt. vi. (1814) 509.
——, mid. M., iv. (1806) 337.
——, lieut. E., v. (1809) 289, capt. vi. (1817) 597.
——, lt. of mar. W. G., v. (1810) 364, vi. (1814) 473.
——, lieut. S., vi. (1813) 256, 257.
Loïd, capt. W. G., ii. (1799) 531.
Loch, capt. F. E., vi. (1814) 384.
Lochner, capt. J. C., E. I. ser., iii. (1804) 359.
Lock, Mr. A., v. (1809) 229.
Lockhart, lt.-col., iv. (1807) 518.
Lockyer, lieut. N., iii. (1804) 396, capt. v. (1808) 25, 28, vi. (1815) 518, 520, 521, 522, 523.
Lodwick, Mr. W., v. (1808) 132.
Logan, capt. J., E. I. ser., iii. (1804) 402.
Long, lieut. C., i. (1795) 408, capt. ii. (1798) 284, 285.
——, lieut. C., i. (1796) 463, 466, capt. iii. (1801) 140.
——, lieut. H., iii. (1801) 108.
Longa, gen., vi. (1812) 50.
Longer, capt. P. J., i. (1794) 182.
Longlade, lieut., v. (1811) 548.
Lopez, lieut. J., iv. (1806) 353.
Loring, mid. J. W., i. (1793) 114, capt. v. (1810) 348.
——, com. J., ib. (1803) 277, 301, 304, iv (1806) 358.
Losack, capt. G., i. (1798) 535, ii. (1799) 462, 508.
——, lieut. W., iii. (1801) 214, 215, 219, capt. vi. (1811) 22, 27, 33, 35, 37, (1812) 180.

Louis, lieut. J., iii. (1803) 276.
——, capt. T., i. (1794) 243, ii. (1797) 221, (1799) 396, 410, iii. (1800) 13, 73, (1801) 142, r.-adm. (1805) 474, iv. 31, 130, (1806) 268, 286, sir T. 503, 383, 384, (1807) 428, 431, 433, 443, 445, 454.
Louthean, mast. A., vi. (1814) 460.
Louvet, capt. A. F., v. (1809) 206, 225.
Louverture, iii. (1802) 249.
Lovelay, mid. E., v. (1808) 107.
Lowden, mid., vi. (1816) 583.
Lowry, mid. J., iii. (1800) 73.
Lucadou, capt., i. (1794) 181.
Lucas, mid. J., i. (1794) 233.
——, capt. R., i. (1794) 243, (1795) 427, (1796) 501.
——, lieut. M. R., v. (1808) 48, 49.
Lucas, r.-adm. F., i. (1796) 535, 536.
——, capt. J. E., iv. (1805) 39, 84, 164, v. (1809) 157.
Luckraft, mid. A., iv. (1805) 69.
Ludlow, capt. C., vi. (1811) 9, 18.
——, lieut. A. C., vi. (1813) 302, 305.
Luke, lieut. G., i. (1794) 140, 142.
——, capt. W., ii. (1799) 374.
Lukin, capt. W., iii. (1800) 7, iv. (1806) 379, (1807) 412, v. (1808) 17.
Lumley, lieut. J. R., iii. (1804) 292, capt. vi. (1813) 334, (1814) 438, (1815) 527.
Lumsdaine, capt. G., i. (1793) 131.
Lund, mid. T., ii. (1797) 63.
Lunsombe, mid. S., ii. (1798) 321.
Luthill, mid. H., v. (1809) 210.
Lutkin, lieut., v. (1811) 506.
Lutkin, r.-adm., v. (1811) 508.
——, lieut., vi. (1813) 225.
Lutman, mid. C., v. (1808) 46.
Lutwidge, capt. S., i. (1793) 94, r.-adm. (1794) 275, iii. (1801) 92.
Luzerne, M. chev. de la, ii. (1799) 468.
Lydiard, lieut. C., i. (1796) 477, capt. iv. (1806) 299, 371, (1807) 508, 511, 512.
Lye, capt. W. J., v. (1808) 91, (1810) 474, vi. (1811) 24, 47.
Lynne, lieut. H., v. (1808) 104, capt. (1810) 433, 474.
Lyons, mid. E., iv. (1807) 439, lieut. v. (1810) 468, vi. (1811) 40, 42, 44.
——, Mr. E., iv. (1807) 484.

Malcolm, capt., ii. (1799) 518.
M'Adam, lieut. D., v. (1810) 374.
Macartney, lord, ii. (1797) 151.
M'Auley, Mr. A., v. (1809) 245.
M'Beath, lieut. A., ii. (1797) 147.
Macbride, r.-adm. J., i. (1793) 81, 86, 129, (1796) 478, ii. (1797) 153.
[illegible], vi. (1813) 316.
[illegible] (1805) 180.
[illegible] (1808) 54.
[illegible], iv. (1806) 377.
[illegible], vi. (1816) 580.
M'Cloud, mid., iii. (1801) 229.
M'Creery, lieut. D., vi. (1813) 316.
M'Cula, mate W., iii. (1801) 295.
M'Culloch, mid. A., iv. (1805) 104, lieut. (1806) 370.
M'Curdy, lieut. J., v. (1811) 531.
M'Daniel, mate J., vi. (1814) 449.
M'Dermeit, lieut. J., iii. (1800) 61, 63.
M'Donald, mate J., v. (1810) 346, (1811) 495.
——, lieut. J., vi. (1815) 561, 563.
Macdonald, lt. of inv. A., iii. (1800) 68.
——, capt. C., v. (1811) 491, vi. (1813) 233.
Macdonel, com. E., iv. (1805) 40.
M'Donell, Mr., vi. (1816) 573, 586.
Macdonough, com. T., vi. (1814) 495, 503, 505, 508.
M'Donall, capt. R., i. (1796) 528.
M'Dougall, capt. J., ii. (1799) 377.
——, mate J., v. (1809) 211, lieut. (1811) 540, 549, vi. (1815) 540, 543, 55[illegible] (1816) 581.
M'Dowall, capt. arm., i. (1794) 319.
M'George, capt. J., v. (1810) 321.
M'Ghie, lieut. J., vi. (1814) 494, 507, 508.
M'Gie, lieut. G., ii. (1799) 487.
——, lieut. D., iii. (1801) 144.
Macgregor, Mr., vi. (1815) 565.
M'Gullock, mid. J., i. (1795) 408.
M'Gwier, Mr., iii. (1803) 270.
M'Hillier, mid. J., ii. (1797) 104.
M'Intyre, mast. J., v. (1808) 27.
Mack, gen., ii. (1798) 276.
M'Kay, lieut. C., vi. (1812) 161.
M'Kean, mate J., vi. (1813) 245, 248.
M'Keene, lieut. J., vi. (1815) 529.
M'Kellar, lieut. P., i. (1794) 257.
Mackellar, capt. L., ii. (1798) 171, 172.
Mackenzie, capt. T., i. (1794) 179.
——, col., vi. (1811) 45.
——, lieut. K., iii. (1801) 192, capt. (1804) 388, 389, 390, 419, iv. (1806) 293.
——, capt. G. C., iv. (1806) 315, 316, v. (1808) 197, vi. (1814) 380.
——, capt. A., ii. (1799) 495, 496, iv. (1806) 272, (1807) 411.
M'Kenzie, mate T. H., iv. (1807) 408.
——, lieut. J., iv. (1807) 501, 502.
——, mid. D., vi. (1815) 523.
M'Kerlie, capt. J., v. (1810) 344.
Mackey, mid. C., v. (1810) 366.
M'Kinlay, mid. G., iii. (1801) 108.
M'Kinley, lieut. G., i. (1796) 455, 456, capt. vi. (1814) 391.
M'Kinnon, mate H., ii. (1797) 63.
M'Lachlan, capt. of mar. [illegible]
M'Lean, mid. R., iv. (180[illegible]
——, mid. T. H., v. (18[illegible]
M'Leod, capt. D., iii. (18[illegible] 413.

M'Leod, lt.-col., iv. (1806) 513, v. (1810) 396.
Macnamara, capt. J., i. (1795) 417, (1796) 476, 477, ii. (1797) 44, (1799) 523, 524, v. (1808) 24, 25, (1811) 483.
Macnab, maj.-gen., vi. (1814) 496, 497, 506.
M'Pherson, mast. J., v. (1810) 338.
M'Queen, mast. J., vi. (1811) 14.
Marquet, capt. J. J., v. (1809) 214.
M'Rennay, lieut., ii. (1798) 296.
M'Taggart, lieut. J., ii. (1797) 113.
M'Veagh, lieut. P., vi. (1814) 487, 488.
Madden, lieut. L. P., v. (1811) 487.
Maddox, pur., iv. (1803) 174.
Madison, Mr., vi. (1812) 122, 196, (1814) 447, (1815) 526, 545.
Magallon, M., ii. (1798) 225.
Magalon, gen., i. (1795) 497.
Magee, mast., i. (1793) 133.
Magendie, capt. J. J., i. (1793) 157, iii. (1801) 202, (1805) 468, iv. 39, 58, 164.
Magnac, capt., i. (1795) 342.
Magon, com. C., i. (1796) 496, 499, (1798) 306, iii. (1805) 489, v.-adm. iv. 28, 39, 41, 72.
Magui, mate J., iv. (1807) 456.
Mahé, lieut. J. M., iii. (1804) 422, iv. (1806) 365, vi. (1813) 222.
Main, lieut. D., ii. (1798) 355.
——, mid. R., iii. (1801) 191.
Maingon, capt. J. R., v. (1809) 137, 168.
Malcwaring, capt. J., i. (1796) 484, 485, ii. (1798) 231.
——, capt. T. F. C., vi. (1813) 221, 370.
——, mid. B., vi. (1813) 264.
Maintrat, com. E. T., (1797) 6, ii. (1799) 370, iii. (1805) 468, iv. 39.
——, capt. D. M., ii. (1798) 180.
Maitland, b.-gen. hon. T., ii. (1798) 362, iii. (1804) 421, v. (1809) 301.
——, lieut. F. L., ii. (1799) 396, 397, iii. (1801) 146, capt. (1803) 269, (1804) 404, iv. (1805) 192, 193, 195, 250, v. (1808) 35, (1809) 140, 148, 182, 226, vi. (1813) 207, (1815) 513.
——, col. F., ii. (1799) 447, lt.-gen. v. (1808) 34, (1809) 303.
——, mid. hon. A., iii. (1801) 122, capt. vi. (1814) 476, 477, (1816) 571, 588.
——, capt. J., iii. (1803) 278, iv. (1805) 154, (1806) 267, vi. (1813) 221, (1814) 371.
Majeur, lieut., ii. (1798) 315.
Majoribanks, lieut. G., vi. (1811) 45.
Malartic, gen., i. (1796) 499.
Malbos, capt. M., iii. (1800) 7, (1805) 450.
Malcolm, capt. P., ii. (1798) 307, 308, 309, 313, iii. (1804) 342, (1805) 469, iv. 128, (1806) 268, v. (1809) 139, 143, (1810) 348, 350, (1811) 490, com. vi. (1814) 391, 444, r.-adm. 468.
Malcolm, capt. C., v. (1808) 36, vi. (1812) 88, 89, 90.
Malet, capt. J. P. A., ii. (1797) 6.
Malleu, capt. don J., iii. (1801) 181.
Maling, lieut. T. J., ii. (1797) 80, capt. vi. (1813) 221.
Mallard, lt. of mar. E., vi. (1813) 243.
Malloch, lt. of mar. S., iv. (1805) 192, 193.
Malmesbury, lord, ii. (1797) 32, 33.
Malone, lieut. E., v. (1810) 451.
——, lieut. W., vi. (1812) 79, 89.
Manby, capt. T., iii. (1801) 197.
Manderson, lieut. P., iii. (1804) 323, 329.
Manger, lieut. N., ii. (1799) 479, 483.
Mangin, lieut. M., v. (1808) 81.
Manley, capt. J., i. (1793) 128, (1796) 476, ii. (1799) 390.
Mann, capt. R., i. (1793) 94, 125, 129, (1794) 275, r.-adm. (1795) 382, 389, 393, (1796) 443, 444.
Manners, lieut. C., iv. (1806) 356, 357.
——, capt. W., vi. (1812) 116, (1814) 428, 429, 432.
Mansel, mid. T., ii. (1797) 62.
Mansell, mate R., iii. (1804) 392.
Mansfield, capt. C. J. M., ii. (1797) 116, iii. (1803) 269, iv. (1805) 37, (1807) 412.
Mant, lt. of mar. R. M., iv. (1806) 311.
Maples, lieut. J., ii. (1797) 147.
——, capt. J. P., vi. (1813) 319, 320, 323, 324.
Mapleton, lieut. D., iv. (1806) 332, (1807) 461, v. (1808) 129, vi. (1813) 264.
Margallé-Lanier, capt. P. J. B., v. (1810) 368.
Marie, com., i. (1794).
Marinier, mid., v. (1809) 172.
Markham, capt. T., ii. (1798) 283.
——, mid. G., vi. (1816) 582.
Markland, capt. J. D., v. (1809) 257, (1811) 479, vi. (1813) 257, 259.
Marks, Mr. J., iii. (1803) 285.
Marley, mid. R., iv. (1805) 189.
Marmont, gen., ii. (1799) 411, 431, 433, iii. (1805) 465.
Marques, lt.-col. M., v. (1809) 305, 308.
Marrie, lieut. J., iii. (1801) 104.
Marriott, sir J., i. (1794) 292, 296.
Marryat, mid. F., v. (1808) 132.
Marsden, Mr., ii. (1797) 35.
——, pur. M., v. (1809) 167.
Marsh, lieut. J., i. (1794) 257.
——, mast. S., ii. (1799) 232.
——, mid. D., v. (1810) 346, vi. (1813) 239.
Marshall, mast., ii. (1798) 293, (1799) 513.
——, lieut. J., iii. (1805) 444, iv. (1806) 354, capt. vi. (1812) 192, (1813) 226.
——, mid. S., iv. (1806) 370.

Marshall, lt. of mar. T., iv. (1807) 450.
———, capt. J. W., v. (1809) 266.
———, mid. J., v. (1810) 376, 377.
———, lieut. P., vi. (1814) 465.
Marsingal, mid. S., iv. (1805) 176.
Mart, Mr., v. (1809) 262.
Martin, mid. J., i. (1793) 124.
———, capt. T. B., i. (1796) 169, 514, 515, ii. (1797) 144, (1798) 297, iii. (1800) 57, (1801) 221, v. (1808) 17, (1809) 263, 264, r.-adm. vi. (1812) 78.
———, capt. G., ii. (1797) 44, (1799) 374, 397, iii. (1800) 29, (1801) 142, iv. (1805) 2, v. (1808) 7, 10, (1809) 207, 209, 252, 254, (1810) 312.
———, D., iv. (1807) 478.
———, mast. A., v. (1808) 44.
———, lieut. A., v. (1811) 534.
Martin, r.-adm., i. (1794) 276, (1795) 369, 376, v.-adm. 380, 381.
———, capt. C. J., ii. (1798) 230, 239.
———, A., ii. (1798) 296.
———, ens. P., ii. (1799) 519, 520.
Martinengo, capt. J. F., ii. (1798) 265, iii. (1801) 102.
Masefield, capt. J. O., iii. (1803) 288, v. (1809) 4.
Mason, capt. P., iii. (1804) 323, 326, v. (1808) 45, 46, vi. (1813) 239.
Massaredo, adm., ii. (1797) 79, 91, (1798) 283, (1799) 386, iii. (1801) 178.
Masséna, gen., iii. (1800) 12, 17, iv. (1806) 309.
Massey, mid. G., ii. (1797) 104, iii. (1801) 136.
Massieur, ens. F. N., v. (1810) 435.
Masters, lieut. J., iv. (1807) 475.
———, lieut. T. J. P., vi. (1812) 80, 81.
Mather, lieut. W., iii. (1801) 212, (1804) 326.
Mathias, Mr., ii. (1798) 339.
Matson, mid. H., i. (1793) 114, capt. iii. (1801) 192.
———, capt. R., iii. (1801) 192.
Matterface, lieut. W., vi. (1814) 509.
Matthews, capt. of mar. W. T. I., vi. (1813) 242.
———, capt. J., i. (1793) 114, 122.
Matthias, clerk T. J., vi. (1812) 192.
Maude, capt. J., i. (1793) 129.
———, capt. W., v. (1809) 215.
———, lieut. hon. J. A., v. (1809) 201, 212, capt. vi. (1813) 337.
Maujean, capt. J. P. L., v. (1808) 112.
Maule, lt. of mar. J., vi. (1813) 243.
Maunsell, capt. R., vi. (1811) 44, 48.
Maurice, lieut. J. W., iii. (1804) 353, capt. (1811) 498, 499, 501, 503.
vi. (1812) 131.
i. (1796) 495.
ii. (1799) 327, 329.
K., iii. (1801) 216, 217, 219, capt. (1804) 395, 396, (1805) 450, v. (1809) 197.
Maxwell, capt. M., iii. (1804) 352, 419, 420, v. (1808) 54, (1809) 206, (1810) 320, 364, (1811) 530, 548, 550, 553.
———, maj. C. W., v. (1809) 298, 299
———, mid. H., v. (1811) 534.
———, mid. R., vi. (1813) 264.
———, Mr. W., vi. (1816) 582.
Mayne, mid. D., vi. (1816) 583.
Meade, lieut. J., iv. (1807) 477.
Mearns, lt. of mar. J., v. (1811) 520.
Mears, lieut. R., i. (1794) 257.
———, lieut. J., v. (1810) 367.
———, lt. of mar. P., v. (1811) 511, 542.
Medway, lieut. J. A., v. (1809) 298.
Meech, lt. of mar. G., v. (1808) 35.
Mekeek, mate T., v. (1809) 152.
Méllas, gen., iii. (1800) 12.
Melgarejo, don F., iii. (1800) 38.
Melhuish, lieut. J., i. (1793) 114.
Melstedt, maj., v. (1811) 560.
Melville, gen., iii. (1800) 2.
———, lord, iv. (1805) 247.
Ménage, gen., ii. (1798) 179.
Ménager, M., v. (1810) 454.
Menard, lieut. C. L., iv. (1805) 219.
Mendel, lieut. P., iv. (1805) 251.
Mendoza, capt. don G., ii. (1797) 141.
———, capt. don J. de, ii. (1799) 520.
Menés, lieut. R., i. (1795) 354, capt. v. (1809) 227.
———, lt. of mar., iv. (1806) 316.
———, capt. W. B., vi. (1814) 472.
———, Mr. T., vi. (1816) 583.
Menou, gen., ii. (1798) 217, iii. (1800) 36, (1801) 142, 150, 157.
Menou, r.-adm., ii. (1797) 98.
Menzies, lt. of mar. C., iv. (1806) 352.
Mercer, lieut. J., i. (1794) 321.
———, lt. of mar. E. S., v. (1809) 252.
Mercier, mid. C., v. (1810) 441.
Meriton, capt. H., E. I. ser., iii. (1800) 66, (1804) 359, v. (1810) 382.
Metcalfe, mast. G., i. (1794) 239.
———, capt. G. W., E. I. ser., v. (1808) 30.
Metherell, mast. A., v. (1808) 61, 63.
Methuist, capt. J., iii. (1803) 259.
Meuse, capt. P., ii. (1799) 331.
Meynne, capt. F. J., ii. (1799) 370, iii. (1801) 125, (1804) 324.
Michelson, gen., iv. (1807) 430.
Middleton, sir C., i. (1793) 70.
———, lieut. R. G., i. (1793) 114, (1795) capt. 311, 415, ii. (1798) 299, 322, 323, 324, 325.
———, pars. J., ii. (1798) 199.
———, mate, iii. (1801) 242.
———, Mr. W., v. (1809) 261.
———, mate H. B., v. (1810) 441.
Miell, mid. C., ii. (1798) 297.

Milbanke, lieut. artil., ii. (1799) 408.
———, mate H., iv. (1805) 77.
Milbourne, mid. C. R., v. (1809) 201, lieut. vi. (1814) 373.
Mildmay, lieut. G. W. J., vi. (1815) 555.
Milbridge, mid. M., iv. (1805) 192, mate v. (1808) 35, 36.
Miles, lieut. T., i. (1795) 371.
———, mate J., iv. (1807) 469.
———, mid. L., v. (1808) 121.
Miller, capt. P. B., iii. (1805) 489, iv. 223, 233, 236, 242, 246.
Millord, mid. W., iv. (1806) 281.
Miller, lieut. R. W., i. (1793) 114, (1794) 276, capt. ii. (1797) 44, 54, 59, 79, 82, 89, 221, (1799) 415, 427.
———, capt. G., iii. (1800) 25, 33, (1801) 144, v. (1809) 270, 275, (1810) 329.
———, mast. J., v. (1809) 256.
———, mid. J., v. (1810) 360.
Miller, mid. R., v. (1811) 495, 497.
Mills, lieut. G., v. (1809) 133.
———, mid. T., v. (1809) 304.
———, mid. J., vi. (1815) 522.
Milne, capt. J., i. (1794) 315.
———, lieut. D., i. (1795) 398, 399, 401, capt. ii. (1798) 349, iii. (1800) 67, 69, 70, r.-adm. vi. (1816) 571, 580, 588.
———, mate J., ii. (1797) 104.
———, lieut. G., iii. (1800) 63.
———, mid. T., v. (1809) 260.
Minchin, capt. P., i. (1795) 407.
———, lieut. W., iii. (1801) 108.
Mindham, Mr. W., vi. (1813) 290, 294.
Minto, maj. W., iii. (1801) 146.
Minto, gen., ii. (1799) 392.
Minorca, r.-adm., iii. (1804) 349, 350, (1805) 489, iv. 253, 254, 261, v. (1809) 190, 195, 198, (1811) 478.
Miskit, maj., iv. (1807) 453.
Mitchell, lieut. F. T., vi. (1815) 579.
Mitchel, mid. H., iii. (1801) 108.
Mitchell, com. C., E. I. ser., i. (1794) 281, 283.
———, mast. W., i. (1794) 199.
———, capt. W., ii. (1797) 97.
———, r.-adm. A., ii. (1799) 446, 449, 451, 454, 503.
———, capt. E. J., iii. (1804) 329.
———, mid. A., iv. (1805) 199.
———, lieut. C., iv. (1805) 180.
———, lieut. J., v. (1809) 241.
———, capt. T., vi. (1813) 262.
———, mate M., vi. (1814) 430.
———, mid. L. D., vi. (1816) 584.
Mitchell, capt., ii. (1798) 275.
———, lt.-col., vi. (1814) 424.
Mitford, capt. R., v. (1809) 252, (1810) 356.
Mix, mid. M. P., vi. (1814) 469.
Moffat, capt. W., E. I. ser., iii. (1804) 359.
Moffat, mid. R., v. (1808) 107.
———, lieut. T., vi. (1814) 377, 378, 379.
Moire, gen. le, i. (1795) 360.
Molesworth, lieut. F., v. (1810) 373.
———, lieut. B., vi. (1812) 100.
Moller, capt. A., ii. (1799) 446.
Molloy, capt. A. J. P., i. (1793) 81, 130, (1794) 179, 217, 219, 259 (1795) 357.
Molyneux, Mr. R., vi. (1813) 292.
Monconis, capt., i. (1795) 334, ii. (1797) 6, com. (1799) 370, iii. (1801) 125, 128, 161.
Monlezun, capt. don F., iii. (1805) 479.
Money, capt. R., vi. (1814) 446, 448, 463.
Monfrère, M., ii. (1799) 408.
Monge, M., ii. (1799) 435.
Monis, capt. don, iii. (1805) 479.
Monk, mid. J., vi. (1813) 241.
Monke, capt. G. P., v. (1810) 329.
Monkton, lieut. J., i. (1794) 224, 257, 258, capt. (1795) 349, 404, ii. (1799) 379.
Monnet, gen., v. (1809) 199.
Monnier, gen., ii. (1799) 396.
Monson, sir W., i. (1793) 10, 11, 12.
———, capt. arm. hon C., i. (1795) 433.
Montagu, capt. G., i. (1793) 164, (1794) r.-adm. 183, 184, 243, 244.
———, capt. J., i. (1793) 81, (1794) 179, 217.
———, capt. W. A., v. (1808) 97, 100, (1810) 436, 462, 474.
———, mid. J., v. (1809) 240, lieut. (1811) 554.
———, lieut. J. W., vi. (1813) 254, 255.
Montalan, capt. A. M. F., i. (1794) 286, (1795) 403, v. (1806) 206.
Montal, lieut.-col., i. (1793) 164.
Montes, com. don F., ii. (1799) 531, 532, iii. (1805) 479.
Montfort, lieut. G. F., iii. (1803) 270, capt. (1809) 224, v. (1811) 549.
Montgomery, capt. A., i. (1795) 366, 389, 390.
———, lieut. A., vi. (1801) 198.
Montresor, capt. H., vi. (1815) 520, 522.
Moodie, lieut. R., vi. (1812) 100.
Moor, mast. H., iii. (1800) 63.
———, mid., iv. (1807) 450.
Moore, mast. J., i. (1794) 258.
———, mid., i. (1795) 372.
———, capt. G., i. (1795) 407, ii. (1798) 183, 198, 202, iii. (1804) 407, 408, iv. (1807) 458, 460, r.-adm. vi. (1812) 200.
———, maj.-gen., iii. (1801) 148, sir J., v. (1808) 17.
———, lieut. O., iii. (1804) 392, iv. (1806) 352.
———, mid., iv. (1807) 450.
———, mid. J., v. (1808) 46.
———, lieut. T., v. (1809) 218.

Moore, lt. of mar. T., v. (1809) 258, (1810) 366, 367, (1811) 520.
———, lt. of mar. H., v. (1811) 493, 497.
———, mid. G., v. (1811) 542.
———, lieut. C., vi. (1815) 260.
———, mid. J., vi. (1814) 468
———, mid. T. W., vi. (1815) 522.
Moorsom, capt. R., iv. (1805) 37.
———, capt. C. R., vi. (1815) 572.
Morales de los Rios, adm., ii. (1797) 76.
Morard-de-Galles, r.-adm., i. (1793) 78,79,82, 83, 90, 175, ii. (1797) 4, 6, 7, 8, (1798) 160.
Morcau, gen., i. (1799) 481.
———, lieut. C., iv. (1806) 350.
Morel, capt., i. (1794) 181.
Morel-Beaulieu, capt. C. P., iii. (1801) 137.
Morell, lieut. J. A., iv. (1806) 312.
Moreno, r.-adm. don J. J., iii. (1801) 178, 187, 188.
Morgsby, lieut. F., v. (1808) 127, 128, vi. (1813) 260.
Morgan, lieut. J., i. (1793) 114.
———, mate J., i. (1796) 466.
———, lieut. B., ii. (1797) 104.
———, mid. G., iii. (1801) 108.
———, mid. H., iv. (1805) 69.
———, lt. of mar. W., v. (1811) 495.
———, lieut. W. T., vi. (1815) 539.
———, lt. of mar. W. M., vi. (1815) 584.
Morgan, gen., iii. (1802) 272.
Moriarty, mid. W., v. (1808) 58.
———, mid. R., v. (1811) 542.
Morice, lieut. N., v. (1808) 101, 105, capt. (1810) 381, 497, 453.
Morlencourt, lieut. J. S., i. (1793) 101.
Morla, gen., v. (1808) 14.
Morlett, lt. arm., v. (1810) 398, 403, 419.
Mornington, lord, ii. (1799) 477.
Morris, lieut. A., i. (1793) 141.
———, capt. J. N., i. (1793) 148, iii. (1800) 13, 80, iv. (1805) 26, 37, 75, v. (1808) 5.
———, lieut. G., ii. (1797) 113, capt. iii. (1804) 368, 369.
———, mid. F., ii. (1799) 421.
———, Mr. T., ii. (1799) 428.
Morris, mid. C., iii. (1804) 426, lieut. vi. (1812) 134, 144, 145, capt. (1814) 479, 481.
Morrison, capt. J., iii. (1801) 144, 151, iv. (1806) 272.
———, lt. of mar. R., iv. (1805) 161.
———, mid. J., iv. (1807) 515.
———, lt. of mar., v. (1810) 314.
———, lieut. A., v. (1811) 531.
———, capt. J. H., vi. (1813) 235, 236, (1814) 393.
———, mid., vi. (1815) 553.
———, ii. (1797) 75.
———, ii. (1796) 170, (1799)
———, E. Indies, v. (1809) 293.
Morton, mate, ii. (1798) 323.
———, Mr., v. (1808) 22.
Moss, capt. J. R., ii. (1798) 363, [illegible] (1801) 97.
Mossard, gen., ii. (1798) 256.
———, capt. L. B., iii. (1804) [illegible] iv. (1805) 219, v. (1808) 91, 92, [illegible] 98, 108.
Moubey, lieut. S., vi. (1814) 481.
Moubray, capt. R. H., iii. (180[illegible] iv. (1807) 430, 438, 448, v. (1[illegible] (1810) 313, 372, (1811) 479, vi. [illegible] 241.
Moultan, ii. (1798) 276.
Mould, lieut. J., iv. (1805) 89, [illegible] (1815) 572.
———, lieut. R. C., iv. (1807) 506.
Moulston, com. J., i. (1796) 469, 47[illegible]
Mounsey, capt. W., v. (1809) 241, [illegible] v. (1813) 243.
Mounsher, lieut. E., iv. (1805) 95.
Mountenay, mid. J. B., v. (1809) 2[illegible]
Mourer, gen., i. (1793) 100, 107.
———, lieut., iii. (1804) 409.
Mousnier, lieut. J. B. A., v. (1810) 332.
Mowray, capt. T., iii. (1800) 54.
Mowat, capt. H., i. (1796) 493.
Mowbray, mast. W., iv. (1806) 282.
Moyse, mast. J., iv. (1807) 419.
Mossey, lieut. H. G., v. (1808) 32.
Muddle, lieut. R. H., iii. (1804) 414.
Mudge, capt. Z., iii. (1803) 290, 291, 295, (1804) 413, iv. (1805) 199, 200, 203, 205, 207, 209, 210, v. (1808) 4, 117, (1809) 275.
Mugg, mid. F. J., iv. (1805) 77.
Muggridge, mate J., v. (1811) 495, 496, 497.
Muir, lieut. T., iv. (1807) 504, 505.
Mulberry, surg., ii. (1798) 342.
Mulcaster, lieut. W. H., iv. (1806) 352, 368, capt. v. (1809) 306, vi. (1813) 350, (1814) 484, 486.
Mulgrave, br.-gen. lord, i. (1793) 103, iv. (1805) 247, v. (1809) 144, 146, 181, 185.
———, Mr. P. A., v. (1810) 339.
Mullah, lieut. H., iii. (1804) 396.
Mullins, mate T., iv. (1806) 357.
———, Mr. W., v. (1810) 373.
Mullon, capt. J., i. (1793) 136, 140.
Mumbee, mid. V., vi. (1813) 264.
Mundy, capt. G., iii. (1803) 258, iv. (1806) 396, (1807) 492, 493, 494.
Munroe, D., ii. (1797) 139.
Munroe, Mr., iv. (1807) 483, vi. (1811) 10.
Murad-Bey, ii. (1799) 440.
Murat, gen., ii. (1799) 414, 432, 433, iii. (1801) 137, v. (1810) 371, vi. (1813) 370.
Murray, capt. hon. G., i. (1793) 144, (1794) 286, v.-adm. (1796) 495.

Murray, capt. G., ii. (1797) 44, 61, (1798) 274, (1799) 370, iii. (1801) 97, 118, (1803) 265, (1805) 469, r.-adm. iv. (1807) 516.
———, pur. W. B., ii. (1798) 356.
———, lieut. J., iii. (1800) 42, capt. vi. (1816) 573.
———, lieut.-col., iii. (1801) 154.
———, lieut. J., iv. (1805) 186, v. (1811) 435.
———, capt. hon. J., iv. (1806) 318.
———, lieut., iv. (1806) 375.
———, capt. J., E. I. ser., v. (1808) 20.
———, lieut. J., v. (1809) 210.
———, mid. J., v. (1810) 373.
———, col., vi. (1813) 367, (1814) 498.
Muskein, capt., ii. (1798) 165, 169, 175.
Musquetier, capt., ii. (1797) 98.
Mustapha-Pacha, ii. (1799) 431.
Myers, gen. sir W., iv. (1805) 260.

Nagle, capt. sir E., i. (1794) 309, 382, 503, (1796) 456, 490, ii. (1797) 122.
———, lieut. E., iv. (1806) 362, 370.
Nailor, mid., ii. (1798) 339.
Nairne, capt. J., iv. (1806) 341.
Nankivell, mate T. J., vi. (1812) 168.
Napier, lieut. C. F., ii. (1799) 519, 520, lieut. iii. (1805) 444, capt. v. (1808) 113, 114, (1809) 256, 303, (1811) 541, 545, vi. (1812) 98, (1813) 244, 243, (1814) 445, 454, 460, 462.
———, mid. hon. W. J., iv. (1807) 461.
———, lieut.-col., vi. (1813) 339.
Napper, mid. T., iv. (1805) 191.
Napper-Tandy, ii. (1778) 179.
Nares, lieut. W. H., vi. (1813) 254, 255.
Nash, lieut. J., ii. (1797) 75, iii. (1801) 192, capt. (1804) 419, vi. (1813) 207, (1815) 527.
Nassekhoff, r.-adm., v. (1808) 19.
Nazer, lieut. K., vi. (1813) 325.
Neale, capt. H., ii. (1797) 117, (1798) sir 322, (1799) 390, 487, iv. 265, (1806) 349, v. (1809) 143, 176, 186, (1810) 341, vi. (1812) 69.
Neame, mid. W., iv. (1806) 282, lieut. v. (1811) 530.
———, lieut. J., vi. (1812) 99.
Needham, lt. arm., v. (1810) 398, 403, 419.
Nelson, capt. H., i. (1793) 94, 154, (1794) 271, 273, 274, (1795) 366, 382, 388, 391, com. (1796) 440, 442, 447, 449, 454, 522, 525, ii. (1797) 44, 46, 54, 63, 75, sir H. 77, r.-adm. 78, 79, 80, 81, 82, 85, 87, 89, (1798) 215, 219, 221, 226, 229, 234, 250, 254, 255, 263, 266, 267, lord 271, 272, 274, 282, 355, (1799) 377, 380, 384, 396, 398, 402, 404, 406, 416, v.-adm. iii. (1800) 20, (1804) 93, 97, 104, 119, (1805) 263, 264, (1806) 341, 344, 350, 381, (1805) 467, 469, 471, 483, 484, 486, 493, 495, iv. 20, 31, 37, 40, 44, 52, 55, 60, 72, 79, 90, 115.
Nelson, mate A., i. (1794) 225.
Nepean, lieut. E., vi. (1813) 257.
Nesham, lieut. C. J. W., ii. (1797) 114, capt. v. (1809) 300.
Netley, capt., v. (1808) 27.
Neville, lieut. M., iii. (1801) 216, 217.
———, vis. capt. R., v. (1810) 474.
Nevin, lieut. C. L., iii. (1800) 86, 87.
Newcombe, capt. F., v. (1809) 149, 155, 166.
Newcome, capt. H., i. (1794) 291, (1795) 431, 434, (1796) 530.
Newman, capt. J. N., i. (1796) 530, ii. (1797) 198, 199, 201, 312, v. (1809) 143, (1811) 510.
Newton, capt. V., vi. (1814) 447.
Ney, marsh., iii. (1805) 457.
Nichol, lieut.-col. vi. (1814) 492.
Nicholas, mid. H., v. (1809) 201.
Nicholl, Mr. R., v. (1808) 49.
Nichols, capt. H., i. (1793) 81, 179, 223, 258.
———, mate J., iv. (1807) 450.
Nicholson, mid. R. S., ii. (1798) 312, lieut. v. (1809) 260.
———, lieut. J., iv. (1805) 2.
———, lieut. R., v. (1810) 487.
Nicolas, capt. R., iv. (1806) 389, 390, (1807) 466, 467.
———, capt. J. T., v. (1810) 373, 374, (1811) 543, 544, vi. (1812) 97, (1815) 514, 515, 516.
———, lieut. K., vi. (1815) 515.
Nicolls, lt. of mar. E., iii. (1803) 291, 292, 294, (1804) 414, 416, iv. (1807) 438, capt. v. (1808) 81, (1809) 189, maj. vi. (1814) 519.
Nieltz, r.-adm. J. M., i. (1794) 181, 183, 184, 185, 207, 208, 261, 264, 294, 295, (1795) 334, ii. (1797) 6, 8.
Nind, mid. G., iv. (1805) 68.
Nive, M., i. (1795) 389, 394.
Nisbet, capt. J., ii. (1798) 283.
Nisbett, mid. S., iv. (1805) 252, lieut. v. (1810) 338.
Nixon, capt. arm., v. (1810) 408.
Niza, r.-adm. marquess de, ii. (1798) 273, 281.
Nomitos, gen., iii. (1803) 300, 304.
Noble, lieut. J., i. (1796) 440, 523.
———, lieut. F., vi. (1811) 49.
———, Mr. M. G., v. (1811) 487.
———, capt. of mar. C., vi. (1812) 91.
Nodin, Mr., i. (1793) 150.
Noel, mid. F., v. (1809) 201.
Noirdes, capt. don M., iii. (1800) 54.
Noirles, T. de, iv. (1807) 463.
Nordenanker, capt., v. (1808) 19.
Norman, lieut. W., iii. (1800) 60.

Norman, capt. of mar. T., iv. (1805) 69.
———, lieut. G. R., v. (1810) 397, 400, 402.
———, lieut. C. R., vi. (1814) 510.
Normand-Kergré, lieut. J., v. (1799) 272.
Norris, mast. G., i. (1793) 153.
———, maj. W., ii. (1797) 63.
North, G., iv. (1807) 474.
Northesk, capt. earl, ii. (1797) 93, v.-adm. iv. (1805) 37, 138.
Norton, lieut. J., iv. (1806) 332, (1807) 468.
———, lieut. G., iv. (1806) 373.
———, mate N., v. (1808) 53.
Norway, mid. J. A., i. (1793) 149.
Nott, mid. F. G., i. (1795) 354.
Nourse, lieut. J., iii. (1800) 72, capt. (1805) 401, vi. (1814) 440, 447.
———, mid. C., v. (1811) 551.
Noyes, mid. J., vi. (1813) 562.
Nugent, capt. C. E., i. (1793) 81, (1794) 306, 312, 313.
———, gen., vi. (1813) 260.
Nunn, maj. iv. (1805) 393.

Oades, Mr. L., iv. (1805) 89.
Oates, hosts. M., iv. (1806) 292.
——, R. of mar. M., iv. (1807) 438.
Obé, capt. Y. L., i. 79.
O'Brien, lieut. D. H., v. (1810) 366, (1811) 518, 522, vi. (1812) 107, 108, (1813) 245, 246.
O'Brien, Mr., iii. (1802) 242.
O'Bryen, lieut. E., i. (1794) 295, ii. (1797) 97, capt. iii. (1801) 144, (1803) 263.
———, capt. J., ii. (1799) 331, iii. (1804) 366, 429.
O'Connell, capt. arm., iv. (1805) 269.
O'Connor, Mr. A., iii. (1797) 3.
———, capt. R. J. L., vi. (1814) 484.
O'Donnell, mid. R., v. (1808) 117.
Ogilvie, h.-gun., i. (1793) 162.
———, mid. D., iv. (1805) 85.
———, mid. H., iv. (1806) 262.
Ogilvy, lieut. W., i. (1794) 257, capt. (1796) 550, ii. (1797) 145.
Ogle, mid. C., vi. (1814) 465.
Oglehy, mate R., iii. (1801) 188.
O'Hara, maj.-gen., i. (1794) 160, 169, gen. ii. (1799) 314.
Oldfield, capt. of mar. T., ii. (1797) 79, maj. (1799) 426.
Oldham, Mr. T. W., E. I. serv. v. (1810) 385.
Oldmixon, mid. J. W., vi. (1811) 54.
Oliver, lieut. R. D., i. (1794) 304, iii. (1800) 50, capt. (1804) 352, iv. (1806) 306, 307, v. (1810) 341, vi. (1811) 537.
———, lieut. W. S., ii. (1799) 494.
———, lieut. T., iii. (1801) 194, iv. (1805) 187, 188.
———, lieut. R., v. (1810) 397.
———, mast. W., v. (1810) 441.
Oliver, mid. B. S., vi. (1812) 106.
Ollivier, capt. L. F., vi. (1813) 265, 274.
O'Neal, lieut. J., v. (1811) 495.
Onslow, v.-adm. R., ii. (1797) 97, 100, 113.
Orange, prince of, ii. (1799) 447.
Orde, v.-adm. sir J., iii. (1805) 467, 483.
O'Reilly, lieut. D., iv. (1806) 391, vi. (1812) 89, (1813) 238, capt. (1814) 374.
———, mid. J., vi. (1815) 523.
Ormond, lieut. F., vi. (1814) 480.
Ormsby, lieut. C. C., iii. (1804) 340.
Orve, capt. F. de, ii. (1798) 332.
Osborn, capt. E. G., i. (1796) 535, iv. (1807) 456.
———, capt. J., ii. (1799) 510, iii. (1805) 305, iv. (1806) 337, 339.
Osborne, capt. S., i. (1794) 291, 304, 305, 307, (1795) 431, 433, (1796) 553.
———, lieut. T., iv. (1805) 162.
———, mid. G., v. (1811) 551.
———, corp. of mar. G., vi. (1813) 293.
Oswald, capt. J., ii. (1799) 397, 415, iv. (1806) 359.
———, lt.-gen. J., v. (1809) 212.
Otley, lieut. C., i. (1793) 151, capt. v. (1809) 224, 225.
Ottley, lieut. C., ii. (1798) 353.
———, lieut. J., iv. (1806) 373, v. (1809) 67.
Otto, commis. L. G., iii. (1801) 232.
Otway, lieut. R. W., i. (1794) 227, capt. (1795) 416, (1796) 486, 530, ii. (1799) 497, iii. (1801) 99, iv. (1805) 440, (1806) 301, v. (1809) 10, 13, (1810) 315, 377, (1811) 529.
———, v.-adm. W. A., v. (1809) 192.
Ouchakow, v.-adm., ii. (1790) 276.
Oughton, capt. J., ii. (1798) 170, (1799) 446.
Overend, mate H., iv. (1806) 373.
Overton, clerk R., ii. (1798) 253.
———, mast. E., iv. (1805) 74.
Owen, R. of mar. J., ii. (1799) 511, iv. (1805) 67, 68, capt. vi. (1812) 99, 101.
——, capt. E. W. C. R., iii. (1804) 259, (1804) 330, iv. (1807) 483, v. (1809) 196.
——, lieut. W. E., iv. (1806) 387, capt. vi. (1811) 48.

Paddon, mid. S. H., iii. (1800) 84, 85, lieut. v. (1809) 36.
Page, capt. B. W., i. (1794) 633, (1796) 534.
Paget, capt. hon. W., i. (1794) 297, 298.
——, capt. hon. C., ii. (1797) 97, iii. (1803) 259, iv. (1806) 349, v. (1810) 348, vi. (1812) 474.
——, col. A., ii. (1798) 285, adc. A. v. (1809) 82.
Pamajou, capt., iii. (1804) 359.
Paine, mid. R., iii. (1801) 109, lieut. vi. (1814) 490.

Pakenham, capt hon. T., i. (1793) 86, (1794) 180, 227, 258, 265.
———, capt. E., i. (1794) 201, (1795) 431, (1796) 533, ii. (1798) 311.
———, capt. J., i. (1795) 382, (1796) 451.
———, lt.-col. hon. E., v. (1809) 302, maj.-gen. sir E. vi. (1815) 523.
Paley, mid. C., v. (1810) 366.
Palicuccia, capt., v. (1810) 368.
Pallière, capt. C., iii. (1801) 161.
Palmer, lieut. N., i. (1795) 365, capt. v. (1811) 532, 534, 535.
———, lieut. T., i. (1796) 473.
———, capt. G., E. I. ser., ii. (1797) 115.
———, lieut. W., iii. (1801) 190, 191.
———, mid. J., iii. (1804) 417.
———, mid. A., iv. (1805) 68.
———, capt. E., iv. (1806) 328, (1807) 430.
———, capt. E., iv. (1807) 452, vi. (1814) 381, 398, 447, 448, 450, (1815) 571.
———, boats. M., iv. (1807) 450.
———, capt. J., iv. (1807) 514.
———, lieut. F. G., v. (1810) 334.
———, mid. W., vi. (1812) 79.
———, lieut. G. H., vi. (1813) 351.
Pach, gen., i. (1793) 125, (1794) 267, 271, 273.
Papin, capt. A., ii. (1798) 177.
Papineau, lieut. J. A., v. (1811) 485.
Parcevol Grandmaison, M., ii. (1799) 455.
Pardoe, mate, i. (1794) 225.
———, mid. C., iii. (1801) 186.
Paréjas, com. A., iv. (1805) 40.
Parish, lieut. J., iv. (1806) 373, (1807) 513.
Parker, r.-adm. sir H., i. (1793) 94, 110, (1794) 275, 277, (1795) 338, v.-adm. 368, 382, 391, 393, ii. (1797) 32, 114, 148, (1799) 525, 534, iii. (1801) 93, 97, 99, 104, 110.
———, capt. W., i. (1793) 81, 100, 258, r.-adm. ii. (1797) 447, v.-adm. sir W. ii. (1799) 374.
———, lieut. G., i. (1793) 150.
———, capt. C., i. (1795) 349.
———, adm. sir P., i. (1795) 404.
———, capt. R., i. (1796) 531.
———, R., ii. (1797) 92, 95.
———, lieut. R. W., ii. (1799) 512, 513, iii. (1801) 209, 210.
———, capt. E. T., iii. (1801) 121, 122.
———, lieut. H., iii. (1801) 302, capt. vi. (1813) 284, 285, (1814) 478, (1815) 528, 531.
———, capt. W., iii. (1804) 342, iv. (1806) 319, 322.
———, lieut. T., iv. (1806) 356.
———, lieut. sir W., iv. (1806) 329, 330, capt. vi. (1812) 67.
———, mid. C., v. (1809) 42.
Parker, capt. G., v. (1808) 44, vi. (1814) 371.
———, mid. J. S., v. (1809) 54.
———, capt. F., v. (1809) 298, 300.
———, mid. W., v. (1809) 259.
———, lieut. P. A. H., v. (1809) 261.
———, capt. P., v. (1809) 260, 263, (1810) 474, sir P. vi. (1812) 63, (1814) 409, 445, 460, 461.
———, mast. S., v. (1810) 441.
Parker, lieut., vi. (1812) 194, 195.
———, lt. of mar. H. S., vi. (1813) 259.
Parkinson, lieut. W. S., ii. (1799) 403, 404.
———, boats. J., vi. (1813) 271.
Parkyns, mid. G., iv. (1807) 439.
Parr, capt. J., i. (1796) 526.
———, Mr., ii. (1798) 292.
Parry, lieut. J., ii. (1798) 328.
———, mate H., v. (1809) 80.
———, mid. W., vi. (1813) 314.
Parsons, lieut. B. W., v. (1811) 487.
Paschalyo, capt., v. (1810) 368, (1811) 525, vi. (1812) 63.
Pasco, boats., i. (1793) 150.
———, lieut. J., iv. (1805) 88, vi. (1813) capt. 351.
Pascoe, lieut. W. R., vi. (1813) 265, 267, 271.
Pasley, com. T., i. (1793) 85, 88, r.-adm. (1794) 179, 186, 188, 217, 220, bt. 258, 258.
———, lieut. J., iii. (1801) 216, 217, 229.
Pater, lieut. C. D., i. (1793) 114, capt. i. (1795) 379, iv. (1805) 155, v. (1805) 20, (1811) 518.
Paterson, lieut. W. L., v. (1808) 46.
———, capt. W., v. (1809) 120, (1810) 329, 474, vi. (1815) 571, 598.
Patey, mid. J., ii. (1798) 330.
Patfull, lieut. W., iii. (1804) 323, iv. (1805) 252.
Patriarch, lieut. C., iv. (1806) 281.
Patterle, boats., i. (1794) 227.
Patton, mid. J., i. (1796) 466.
———, capt. A., E. I. ser., ii. (1797) 114.
Paul, emp., iii. (1801) 93, 118.
Paul, capt. R., iii. (1803) 239.
Paulet, capt. lord H., i. (1794) 306, (1795) 401, 405, 422, ii. (1799) 374, iii. (1800) 57, (1801) 99, iv. (1805) 266, (1806) 304.
Paulin, capt. P. F., ii. (1809) 324.
Payler, mid. P. R., ii. (1798) 283.
Payne, capt. J. W., i. (1794) 86, 188, 258, ii. (1798) 347.
———, mid. J., ii. (1798) 252.
———, lt. of mar. S. J., iv. (1805) 89, v. (1808) 121.
Peace, mate R., v. (1810) 337.
Peachey, lieut. F., iii. (1801) 192.
———, lieut. H. J., v. (1810) 462, capt. vi. (1814) 48.
Peacock, boats. J., ii. (1797) 63.

Peacock, mid. P., iv. (1806) 281.
Peake, lt. of mar. J. G., iv. (1805) 89.
——, lieut. T. L., vi. (1812) 93, 97.
——, capt. W., vi. (1813) 278, 283.
Pearce, mid., i. (1794) 259.
——, lieut. W. I., iii. (1800) 61, 63.
——, lieut. R., vi. (1814) 469.
——, capt. J., vi. (1814) 479.
Pearce, lieut., vi. (1814) 484.
Pearl, capt. S., ii. (1797) 43, 88, 89, iii. (1800) 21, 29, (1801) 139, 163.
Pearl, lieut. J., v. (1809) 155.
Pearse, mate R., i. (1793) 140.
——, capt. H. W., iv. (1806) 393, 393, (1807) 517.
Pearson, lieut. arm., ii. (1797) 59.
——, mate H., ii. (1797) 78, lieut. v. (1809) 227.
——, capt. R. H., iii. (1803) 267.
——, mate W. H., iv. (1805) 68.
——, mid. G., iv. (1805) 74.
——, lieut. C., vi. (1814) 420.
——, lieut. J., vi. (1814) 480.
Pechell, capt. S. J., v. (1809) 215, 306, vi. (1811) 10, (1813) 337.
Pellar, lieut. G., vi. (1814) 480.
Pellew, lt. of mar. G., iii. (1801) 146.
——, lt. of mar. T., iv. (1805) 201, 206.
Pellew, boats. P., ii. (1797) 63.
Pegg, mate G., iv. (1803) 76.
Peisson, maj.-gen., iv. (1807) 413, 419, 421, 422.
Pelabond, lieut. F. A., iii. (1800) 51.
Pell, mid. W. O., iii. (1800) 45, lieut. v. (1808) 35, (1809) 259, 260, capt. vi. (1813) 236, 237.
——, mid. J. H., vi. (1815) 526.
Pellew, capt. I. l. (1793) 141, (1796) 508, iii. (1801) 204, (1805) 469, iv. 37, (1806) 356, (1807) 458, v. (1811) 479, r.-adm. vi. (1813) 221, 370.
——, capt. E., i. (1793) 138, 141, sir E. (1794) 288, 300, 302, (1795) 333, (1796) 459, 460, 464, 465, ii. (1797) 9, 10, 16, 17, 30, 40, 334, (1799) 370, 384, iii. (1800) 7, 36, 65, (1803) 270, 284, r.-adm. iv. (1805) 217, (1806) 272, 396, (1807) 517, 518, v.-adm. v. (1811) 479, 482, 547, vi. (1812) 63, (1813) 220, 221, 370, adm. lord Exmouth (1814) 513, (1815) 571, 575, 580, 586, 587.
——, capt. F. B. R., iv. (1806) 387, vi. (1811) 38, 47, 53, 54, (1813) 262.
Pellowe, lieut. R., i. (1793) 142.
Pelly, lieut. C., iii. (1801) 122, (1804) 378, capt. vi. (1811) 47, 51.
Pender, capt. F., i. (1796) 495, iv. (1803) 130.
Pendergrass, capt. J., E. I. ser., iii. (1804) 359.
Pengelly, lieut. J., ii. (1797) 118, (1799) 310.
Pengelly, lt. of mar. E., iv. (1807) 493.
Penrose, r.-adm. C. V., vi. (1814) 374, (1816) 587, 588.
Penuddock, lieut. G., v. (1810) 373.
Perceval, Mr., v. (1809) 185.
——, mate E., vi. (1813) 252.
——, mid. hon. G. J., v. (1809) 261, vi. (1814) 480, capt. (1816) 572.
Percy, capt. J., v. (1811) 490.
——, capt. hon. H. W., vi. (1815) 518.
Peregrine, lt. of mar. H., vi. (1811) 30.
Péridier, capt., v. (1811) 525, 526.
Perkins, capt. J., ii. (1797) 146, iii. (1801) 231, (1803) 277.
——, lieut. H. A., vi. (1816) 584.
Perkyns, mid. E., iv. (1806) 330.
Perneuly, col. ii. (1798) 179.
Péroud, capt. J., iv. (1806) 354, v. (1808) 91, 92, (1810) 335.
Perrée, com., i. (1793) 151, (1795) 411, ii. (1798) 230, r.-adm. (1799) 381, 420, 427, iii. (1800) 22.
Perrot, lt. of mar. S., iii. (1804) 414, 418.
Perry, lieut. P. L., ii. (1797) 147.
——, lt. of mar. J., iii. (1801) 146.
Perry, capt. O. H., vi. (1813) 360, 363, 365, 457, 463, (1814) 488, 508.
Peters, A., v. (1810) 387.
Petion, presi., vi. (1812) 110.
Petit, capt. J. N., v. (1809) 206, 225.
Petit-Thouars, com. A. A., ii. (1798) 230, 257.
Petley, mid., ii. (1798) 323.
Petit, Mr. P., i. (1793) 3, 32, 33.
Petitel, mate M., vi. (1815) 522.
Petitroux, capt., v. (1808) 19.
Pettet, capt. R., iii. (1805) 494.
——, lieut. R., v. (1809) 265.
Pettman, lieut. T., v. (1810) 343.
Perrieux, capt. E., i. (1794) 286, (1796) 469, ii. (1798) 172, 176.
Peyton, adm. J., ii. (1797) 133.
——, capt. J. S., vi. (1812) 104, 106.
Phelipeaux, Mr., ii. (1798) 299, ii. (1799) 416, 418.
Phibbs, mid. M., vi. (1811) 39.
Philibert, capt. P. H., vi. (1814) 379, 384.
Philimore, lieut. G., iii. (1804) 387.
——, capt. J., vi. (1813) 236, (1814) 390, 391, 393, 395, 399.
Phillips, mate W., iii. (1801) 217.
——, lieut. J. R., iii. (1804) 401.
——, mid. E., iv. (1805) 244.
——, capt. arm., v. (1810) 460.
Phillott, lieut. G. G. R., v. (1809) 223, 247, 258, 259, capt. vi. (1814) 404, 405, (1845) 527.
Philpot, capt. R., ii. (1799) 319.
Pichot, capt. S. L. M., iv. (1806) 39, 41, 67, 79.
Pickering, mate W., iv. (1806) 281.

Pickerwell, mate T., v. (1806) 24.
Pickett, Mr. S., v. (1811) 495.
———, clerk W. W., vi. (1816) 583.
Pickford, lieut. C., iii. (1804) 422.
Pickmore, capt. P., iv. (1805) 266, v. (1811) 479.
Picton, col., ii. (1798) 298.
Pierce, lieut. W., iii. (1804) 390.
Pierre, J., iv. (1806) 342.
Percy, capt. R., i. (1794) 553.
Pierrepont, capt. C. H., ii. (1798) 290.
———, capt. W., ii. (1798) 348, (1799) 520, 521.
Pignatelli, prince, i. (1793) 119.
Pigot, capt. H., ii. (1797) 143, 147, 148, 150.
——, capt. H., v. (1808) 60, 62, 132, (1809) 217, 232, 237, 241, (1814) 410, 422.
———, gen., iii. (1800) 29.
———, lieut. R., iv. (1805) 198, 199.
———, capt. G., v. (1808) 55, 56, 58.
Pigott, capt. J., i. (1793) 86, 179.
Pigueuet, pur. S., ii. (1798) 353.
Pilaster, capt., i. (1794) 181.
Pilch, lieut. R., v. (1809) 262.
Pilcher, lt. of mar. J. M., iv. (1806) 373.
Pilford, lieut. J., iii. (1800) 7, iv. (1805) 37.
Pilkington, mid., vi. (1815) 523.
Pillet, lieut. L. G., i. (1796) 457.
Pillon, capt. don A., ii. (1799) 520.
Pine, lieut. H., i. (1796) 455.
Pinson, capt. J., v. (1808) 118.
Pinto, capt. T., v. (1809) 270.
Pinto, capt., v. (1809) 296.
——, maj. J. M., v. (1809) 306.
Pipon, lieut. P., iii. (1801) 221, capt. (1803) 259, vi. (1814) 388.
——, lt. of mar. P., v. (1808) 54, (1811) 541, 547.
Pistock, capt. pr. T., ii. (1798) 351.
Pitt, Mr., iv. (1805) 247.
Pitts, mid. W., iv. (1805) 89.
Pinaard, capt. pr., iii. (1804) 371.
Plaine, mid. J., i. (1793) 140.
Plampin, capt. R., iv. (1806) 268, 334, 386, vi. (1814) 371.
Plant, mate W., v. (1809) 291.
Plets, capt., ii. (1798) 349.
Plérule-le-Peley, M., ii. (1797) 42, 169.
Plowman, lieut. G., iv. (1807) 490, 491.
Plumridge, lieut. J. H., v. (1809) 260.
Pocock, mid. E. O., vi. (1813) 245.
Pococke, mid. G. H. A., vi. (1816) 584.
Poe, lt. of mar. G., vi. (1814) 461.
Poer, gen., ii. (1798) 165.
Poidevin, capt. J. M., vi. (1816) 572.
Pole, capt. C. M., i. (1793) 94, (1794) 243, r.-adm. ii. (1797) 36, (1799) 369, 520, v.-adm. iii. (1801) 119.
Polkinghorne, lieut. J., vi. (1813) 326, 327.
Pollet, capt. pr., iii. (1803) 290.
Poole, lieut. F., vi. (1811) 32, 33.
Pooke, Mr. J., iii. (1801) 230.
Pool, capt., v. (1809) 49.
Pope, lieut. J., vi. (1813) 270.
Popham, capt. H. R., ii. (1798) 169, sir H. (1799) 453, iii. (1801) 154, (1804) 341, iv. (1806) 333, 394, 399, 400, 411, (1807) 513, v. (1809) 192, 193, 197, vi. (1812) 88.
———, lieut. S., v. (1810) 346, 347, capt. vi. (1814) 484, 486, 487, 488.
———, capt. W., vi. (1815) 572.
Porcel, capt. don F., iii. (1800) 54.
Porlier, gen., vi. (1812) 91.
Porter, capt. D., vi. (1812) 123, 125, 127, 129, 162, (1813) 214, (1814) 413, 415, 417, 419, 421, 456, 463.
Portlock, capt. N., vi. (1799) 503, 504.
Poulain, capt. J. B. J. R., iv. (1805) 39.
Poulden, capt. R., ii. (1798) 284.
Pound, pur. R., iv. (1807) 467.
Pourquier, capt. H., ii. (1799) 381.
Pousadgue, M., iii. (1800) 30.
Powell, lt. of mar. W., iv. (1805) 100.
———, mid. J., vi. (1812) 78.
———, mate G., vi. (1812) 107, (1813) 245.
———, capt. H. R., vi. (1816) 581.
Power, lieut. R., ii. (1797) 115.
Powers, maj.-gen., vi. (1814) 496, 497.
Poyntz, capt. S., ii. (1799) 533, iii. (1801) 214, iv. (1806) 391.
Pozzi di Borgo, v. (1808) 82.
Prater, lieut. R., ii. (1797) 75.
Pratt, lieut. G., v. (1810) 468, vi. (1815) 523.
——, mid. R., vi. (1816) 584.
Prendergast, lieut. J., vi. (1814) 435.
Prescott, lieut.-gen., i. (1794) 315, 322.
———, capt. H., v. (1810) 373, 374, 375.
Pressland, capt. T., ii. (1798) 284.
Preston, capt. D'A., i. (1795) 441, 522, 524.
———, pur. A., iv. (1807) 478.
———, capt. R. F., v. (1809) 247.
Prévôt, lieut. M., iii. (1803) 276.
Provost, lt.-gen. G., iv. (1805) 255, 256, 257, 260, lt.-gen. sir G. v. (1809) 302, vi. (1813) 350, 351, 353, 366, (1814) 482, 484, 496, 497, 503, 506, (1815) 526.
Prévoteau-Lacroix, capt. L. G., iv. (1806) 265.
Price, R., ii. (1797) 149.
——, lieut. C. P., ii. (1798) 165, 169.
——, lieut. W., iii. (1800) 57, (1805) 441.
——, lieut. J., ii. (1798) 197, iii. (1804) 330, v. (1808) 47.
——, mate F. S., iv. (1805) 89.
——, lieut. G., iv. (1807) 499, 500, v. (1808) 79, 80, capt. (1811) 555.
——, lieut. D., v. (1811) 489, capt. vi. (1814) 466.

Price, lieut. T., vi. (1813) 256.
Prickett, lieut. J., i. (1795) 402.
Priest, lieut. J., i. (1793) 114.
Prieur, lieut P. S., iv. (1803) 189.
Pring, capt. D., vi. (1814) 491, 496, 506.
Pringle, capt. T., i. (1794) 179, 258, v.-adm. (1796) 439, 535, 536, ii. (1797) 151.
———, lieut. W., i. (1795) 483.
Prior, lt. of mar. E., iv. (1806) 321.
Prohy, mid. G., iii. (1800) 26.
——, capt. lord, iii. (1800) 49, 50.
Procter, mid. P., iii. (1801) 198, lieut. iv. (1807) 507, v. (1810) 327, 328.
Proctor, capt. W. B., v. (1808) 93, 95, 96.
———, col., vi. (1813) 360.
Protais, M., iii. (1809) 35.
Proteus, capt. G. M., v. (1809) 137, 177, 187.
Proust, lieut., ii. (1797) 28.
Prowse, lieut. W., i. (1794) 227, capt. ii. (1797) 44, iv. (1805) 2, 4, 5, 37, (1806) 336, 337.
Pryce, lieut. P., iv. (1805) 78.
Prytherch, lt. of mar. S., v. (1809) 231.
Puget, capt. P., iv. (1807) 411, 417, v. (1808) 17.
Puisaye, comte de, i. (1795) 360
Puysegur, capt., ii. (1798) 273.
Pulliblank, lieut. A., i. (1793) 548.
Pulling, capt. J. K., ii. (1797) 128.
———, capt. G. C., iii. (1801) 219, 212.
Pullman, lieut. J., vi. (1812) 135.
Pulteney, lieut.-gen. sir J., iii. (1800) 37, 38.
Purcell, clerk J., vi. (1812) 76.
Purvis, capt. J. C., i. (1793) 94, (1794) 275, (1795) 366, 382, ii. (1799) 374, iii. (1800) 36, v.-adm. iv. (1807) 461, v. (1808) 5, 13.
Puver, lieut. J., iv. (1805) 37.
Pye, lt. of mar. T. R., v. (1809) 289, 407, (1810) 405, 410.
Pym, lieut. S., ii. (1798) 291, 292, capt. iv. (1806) 272, v. (1809) 287, (1810) 394, 397, 400, 403, 412, 417, 420, 423, 428, 430.
Pyne, lieut. H., vi. (1814) 473, 474.

Qoeich, mid. T., vi. (1813) 264.
Quesnard, com. P. M. J., ii. (1799) 370, iii. (1803) 276.
Quevedo, capt. don J., iv. (1805) 40.
Quilliam, lieut. J., iv. (1805) 55.
Quin, lieut. M., vi. (1813) 253.
Quinn, mid. H., vi. (1816) 585.
Quinton, capt. C., vi. (1812) 116.

Raccord, capt. P. P., ii. (1798) 238, iii. (1800) 51.
Rackum, boats., ii. (1797) 137.
Radcliffe, lieut. C., vi. (1814) 492, 493.
Radelet, capt. G., iii. (1801) 197, 198.
Raggett, capt. R., ii. (1798) 171, iv. (1807) 412, v. (1810) 434, 444.
Ralmer, capt. P., i. (1793) 81, r.-adm. (1795) 431, (1796) 533, ii. (1797) 115, v.-adm. iii. (1803) 305, 307.
———, capt. J. S., i. (1796) 532, 533, 534, ii. (1799) 437, v. (1803) 305, 307.
———, capt. P., iv. (1806) 384, 386, (1807) vi. (1814) 368.
Raint, capt. W., v. (1809) 209, 249.
Ralph, boats. J., v. (1810) 321.
Ram, mid. T., iii. (1801) 198.
——, lieut. W., iv. (1805) 83, 88.
Ramage, capt. E., i. (1796) 532.
Ramdrood, gen., ii. (1799) 423.
Ramsay, major, iii. (1800) 7.
———, capt. R., vi. (1814) 446, 463.
Randall, mate T., v. (1809) 201.
———, mate W. vi. (1811) 48.
Ranelagh, capt. lord, ii. (1798) 183.
Renaut, capt. J. F., v. (1808) 116, 118, vi. (1811) 50, 52.
Raper, capt. H., ii. (1799) 535, 538.
Rasmussen, lieut., v. (1810) 338.
Ratford, J., iv. (1807) 474.
Rathborne, lieut. W., i. (1795) 371, capt. iv. (1805) 155.
Ratsey, capt. E., iv. (1805) 219, 220.
Rattray, capt. J., vi. (1813) 342, 343.
Raven, mate M., v. (1808) 56.
Ravenshaw, lieut. G., iv. (1806) 282.
Rawle, lt. of mar. R., vi. (1814) 510.
Rawlence, lieut. R. R., i. (1794) 228.
Rawlins, lieut. W., v. (1809) 201.
Rawlinson, lieut. R. A., i. (1794) 199.
Ray, mid. J., vi. (1812) 95.
Raydeau, capt., iii. (1801) 198.
Raymond, mid. G., vi. (1813) 303.
Rea, lieut. C., ii. (1797) 104.
——, capt. of mar. H., v. (1808) 127, vi. (1812) 99.
Read, mast. J., ii. (1797) 104.
——, lt. of mar. J., v. (1809) 306.
Reed, col., vi. (1814) 460.
Reedy, mate H., iv. (1805) 72, vi. (1812) 145.
Reding, lieut. E., iv. (1806) 312.
Redmill, capt. R., iv. (1805) 57, (1806) 258.
Reece, mid. T. G., iv. (1805) 77.
Reed, maj., vi. (1816) 581.
Rees, mid. W. L., v. (1809) 259, mate vi. (1813) 246, lieut. (1814) 373.
——, lieut. T. G., v. (1811) 533, 534, 536.
Reeve, capt. S., i. (1793) 94, 125, (1794) 275, (1795) 366, 382.
———, lieut. W., vi. (1813) 270.
Reeves, lt. of mar L. P., iv. (1805) 99.
———, lt. of mar T., vi. (1813) 213.

Raffi, lieut. R. G., ii. (1798) 330.
Régnier, gen., ii. (1798) 217, (1799) 114, iii. (1801) 157, iv. (1806) 309, 313, v. (1808) 12, 13.
Reid, lieut. S., ii. (1797) 143.
——, mast. J., ii. (1797) 147.
——, lieut. C., v. (1810) 332.
——, mast., iii. (1800) 74.
——, mate A., vi. (1814) 460.
Renaud, capt. J. M., i. (1794) 281, 285, 297, 304, ii. (1799) 536, iv. (1805) 177, 180.
Renaudin, capt., i. (1794) 182, 235, r.-adm. (1795) 333, 334, 338, 380.
Renfrey, lt. of mar. W., vi. (1816) 584.
Rénier, adj.-gen., ii. (1797) 27.
Rennie, capt. J., ii. (1799) 450.
——, lieut. G., v. (1809) 200, 260, 263, capt. (1810) 474.
——, mate J., v. (1811) 511, 512.
Renou, lieut. A., i. (1794) 257, capt. ii. (1799) 341.
——, mid. T., iv. (1805) 77, mate v. (1811) 497.
Rentou, lieut. W., ii. (1797) 113.
Renwick, lt. of mar. J., v. (1808) 79, 80.
Retalick, lieut. J., ii. (1797) 103.
——, capt. R., iii. (1801) 97.
Revel, chev. de, i. (1793) 110.
Rey, gen., ii. (1798) 179, vi. (1813) 239.
Reydez, capt., v. (1811) 500.
Reynaud, M., i. 8.
Reynolds, capt. R. C., i. (1796) 459, ii. (1797) 9, 16, 24, (1798) 289, iii. (1804) 353, 354, 355, 356, r.-adm. v. (1811) 509.
——, mid. W., ii. (1798) 347.
——, capt. G., v. (1810) 337.
——, capt. B., vi. (1811) 48.
Reynjers, r.-adm., ii. (1797) 98.
Rhinevelt, capt., i. (1796) 535.
Rhind, M., ii. (1798) 306.
Ribardeau, capt. P., iii. (1801) 144.
Rice, lieut. G., i. (1794) 257.
Richards, lieut. G. S., iv. (1806) 377.
——, mid. J., v. (1808) 107.
——, lieut. W., vi. (1813) 264.
——, lieut. P., vi. (1816) 589.
Richardson, mid. P., ii. (1798) 252.
——, lieut. W., ii. (1798) 347.
——, lieut. H., iii. (1804) 330, capt. iv. (1806) 311.
——, capt. C., iii. (1804) 419, 420, iv. (1805) 266, (1806) 301, v. (1809) (1809) 143, 182, 194, 200, (1811) 485, 488.
——, lt. of mar. J. G., v. (1808) 111.
——, mid. C. W., ii. (1798) 347, lieut. v. (1809) 278.
——, lieut. W., vi. (1812) 160.
——, mid. S., vi. (1813) 248.
——, mid. G., vi. (1813) 226.
——, mast., vi. (1814) 486.
Richer, lieut. J. B. E., ii. (1798) 354, 356, 360.
Richery, capt., i. (1793) 79, (1795) 388, 389, r.-adm. 390, (1796) 443, 525, 526, ii. (1797) 4, 5, 6, 7, 8.
Riches, clerk J., vi. (1813) 226.
——, mate T., vi. (1813) 226.
Richmond, lieut. T. F., i. (1793) 114.
——, mid. H., vi. (1815) 553.
Ricketts, capt. W. H., ii. (1797) 147, 148.
——, mid. J. W. O., v. (1808) 107.
Riddell, capt. R., vi. (1816) 572.
Ridge, mid. J. J., iii. (1801) 108.
Ridgeway, mid. D., iv. (1806) 281.
Ridley, lt. of mar., ii. (1799) 460.
Rigal, M., i. (1793) 132, 133.
Riou, capt. E., i. (1794) 312, 313.
——, capt. H., iii. (1801) 97, 103.
Riseriy, capt., ii. (1799) 445.
Rivers, mid. W., iv. (1805) 89.
Rivière, capt. le vicomte de la, i. (1793) 165.
Rivington, capt. R., E. I. ser., iii. (1800) 77.
Rix, mid. G. A., vi. (1813) 271.
Roberts, capt. R., i. (1796) 438.
——, mid. H., iii. (1800) 27.
——, capt. W., iii. (1803) 278, v. (1809) 237, 276.
——, clerk J., v. (1808) 42.
——, lieut. S., v. (1810) 335, capt. vi. (1814) 466, (1815) 520, 521, 522, 523.
——, lieut. M., vi. (1813) 256.
——, lieut. W. G., vi. (1815) 322.
Robertson, capt. L., i. (1794) 321.
——, lieut. G., iv. (1805) 186.
——, lieut. J., v. (1809) 269.
——, lt. of arm., vi. (1813) 328.
——, lt.-col., v. (1808) 13, vi. (1813) 253.
——, mid. J., vi. (1814) 507.
——, lieut. J., vi. (1814) 500, 503, 507.
——, lt. of mar. P., vi. (1816) 582.
Robilliard, mid. W., ii. (1798) 295, capt. vi. (1812) 76, 77, 78.
——, mid. T., vi. (1812) 78.
Robinson, lieut. G., i. (1793) 153.
——, lt.-maj., i. (1793) 168.
——, capt. C., i. (1794) 353.
——, lieut. R., ii. (1797) 87.
——, capt. G., ii. (1799) 515.
——, mid. E., iii. (1801) 145.
——, boats. T., iv. (1805) 74.
——, boats. J., iv. (1805) 103.
——, capt. M., iv. (1805) 169.
——, mate J., iv. (1806) 337.
——, mast. K., v. (1809) 257.
——, mid. W., v. (1810) 344.
——, mid. W. T., v. (1811) 542.
——, mast. R., vi. (1812) 192.
——, mate P., vi. (1813) 271.
Robotham, mid. T., v. (1809) 278.
Robotier, lieut. A. R., ii. (1798) 321.
Robson, mast. W., iii. (1804) 366, 368.
——, mate W., v. (1810) 362.

Robson, gun. J., iv. (1806) 354.
Robyns, capt. of mar. J., vi. (1814) 441, 446, 448, 463, 465.
Roch, lt. of mar. G., vi. (1811) 39, 55.
Roche, mid. T. O., iii. (1804) 392.
Roche, col., vi. (1813) 244.
Rochambeau, gen., i. (1794) 308, 314, iii. (1802) 248, (1803) 301.
Rochnan, lt. of arm., v. (1810) 390.
Rodd, capt. J. T., iii. (1805) 438, iv. (1806) 332, 356, v. (1809) 148, 172.
Rodgers, com. J., vi. (1811) 10, 12, 17, 119, 123, 133, 164, 180, 199, (1813) 308, 312, 313, (1814) 410, 457, 463, (1817) 594, 595.
———, lieut. G. W., vi. (1812) 160.
Roebuck, mate H., vi. (1812) 168.
Rogers, lieut. T., i. (1794) 319, capt. iii. (1801) 191, 212, v. (1808) 5, 127, (1810) 377, (1811) 479.
———, capt. J., i. (1794) 317, (1795) 427.
———, mid. D., ii. (1797) 104.
———, capt. of pack. W., iv. (1807) 497, 498.
Rogers, gun. M., vi. (1813) 361.
Rose, gen., iii. (1801) 148, 150.
Rolfe, mid. W., vi. (1813) 264.
Rolland, capt. P. N., ii. (1799) 370, iii. (1805) 458, v. (1809) 137.
Rolles, capt. R., vi. (1813) 221, (1814) 371.
Rollier, mid. L., v. (1810) 366.
Romney, lieut. F. D., vi. (1812) 79, (1813) 226.
Romulus, capt. N. C., ii. (1798) 189, v. (1809) 137, 186.
Rooke, mid. W., iv. (1806) 321.
Roper, capt., E. I. ser., i. (1794) 281.
———, lieut. G. B., v. (1811) 486.
———, mid. R., vi. (1813) 226.
Roquebert, lieut. D., iii. (1805) 445.
———, com. F., v. (1809) 272, 274, 280, vi. (1811) 21, 23, 28, 30.
Rorie, lieut. J. L., ii. (1799) 519.
Rose, lieut. J., ii. (1797) 104, capt. vi. (1813) 226.
——, capt. J., iii. (1801) 97, 124, iv. (1807) 413, 461.
——, clerk J., iii. (1801) 109.
——, mid. H., v. (1810) 341.
Rosenhagen, capt. P. L. J., v. (1808) 74.
Rosily, v.-adm., iii. (1804) 350, iv. (1805) 80, 165, (1806) 307, v. (1808) 14.
Roskrege, lieut. F., iv. (1805) 100.
Ross, lieut. F., i. (1794) 227.
——, lieut. W., ii. (1798) 256, 297.
——, capt. C. B. H., iii. (1804) 413, iv. (1806) 325, vi. (1813) 326, (1815) 437, 513.
——, mid. C. H., v. (1809) 259, mate (1810) 366.
——, capt. arm., v. (1810) 451.
——, capt. J., vi. (1812) 78.
——, maj.-gen., vi. (1814) 444, 445, 447, 448, 450, 464.
Rosslyn, lt.-gen. earl, iv. (1807) 417, v. (1809) 193, 201.
Rotheram, lieut. E., i. (1794) 257, capt. iv. (1805) 26, 37.
Rothery, lieut. J. C., iii. (1800) 6.
Roulette, lieut. F., vi (1813) 365.
Rous, mid. hon. H. J., vi. (1813) 245.
Rouse, mid. J. W., iv. (1807) 450.
Rousseau, lieut. J. B. A., i. (1796) 466, capt. v. (1808) 123, (1809) 217, 221.
———, capt. B. L., v (1810) 348, (1811) 484.
Roussin, lieut. A. R., v. (1810) 421, 422, capt. vi. (1813) 227, 228, 229.
Rowe, lieut. H. N., ii. (1797) 78, iv. (1807) 419.
———, capt. J., ii. (1799) 518.
———, lieut. T., v. (1810) 350.
———, mid. J., vi. (1813) 248.
———, gun. T., vi. (1815) 515.
Rowed, lieut. H., iii. (1803) 284, 286.
Rowley, capt. B. S., i. (1793) 157, (1794) 323, (1795) 382.
———, capt. J., i. (1793) 147, iv. (1805) 2, 208, (1806) 393, 395, (1807) 514, v. (1808) 105, (1809) 286, 290, (1810) 392, 393, 401, 412, 425, 431, 432, 437, 443, 445, 448, 452, 473, 474, vi. (1812) 99, sir J. (1814) 373.
———, capt. C., iv. (1806) 311, 312, v. (1808) 5, 18, (1811) 547, vi. (1812) 108, (1813) 256, 257, 260.
Roxburgh, mast. R., iii. (1801) 171.
Royer, lieut. C., vi. (1811) 28, 33.
Royle, mid. C., ii. (1798) 253.
Rudall, mid. W., iv. (1806) 282.
Ruddock, lieut. A., i. (1794) 225, capt. ii. (1797) 119, 257.
Rudeaux, capt., v. (1808) 20.
Ruell, lt. of mar. J. G., v. (1809) 270.
Ruffo, card., ii. (1799) 393, 397, 399, 400, 402.
Rule, dr W., vi. (1813) 207.
Runciman, mid., iii. (1804) 423.
Rundel, pur. C., iv. (1805) 139.
Rushworth, capt. E., iv. (1806) 373, 374, 375, v. (1811) 480.
Russ, M., i. (1794) 228.
Russel, adm., i. (1691) 28.
———, lieut. W., ii. (1798) 99, 323, capt. v. (1809) 45.
———, mate J., ii. (1799) 347.
———, lieut. R., v. (1809) 260.
Russell, capt. T. M., ii. (1797) 141, v.-adm. iv (1807) 427.
———, lieut., iv. (1806) 373.
Russell, J., vi. (1814) 19.
Rutherford, lieut. W. G., i. (1794) 316, capt. iv. (1805) 37.
———, lieut. G., ii. (1798) 311.
———, mate A., iii. (1801) 122.
Ruyter, capt., ii. (1797) 98.

Ryan, pur. E., vi. (1812) 103.
Ryder, lieut. C., (1795) 440.
Rye, lieut. P., i. (1793) 151.
Ryves, capt. G. F., i. (1796) 528, 529, iii. (1803) 263, 266.

Sabbin, mid. J., iv. (1805) 104.
Sacker, mast. L., vi. (1813) 314.
Sadler, boats. P., ii. (1798) 232.
Sainburn, lieut. W., v. (1808) 23.
Saint-Andrè, J. B., i. (1793) 77, (1794) 176, 184, 197, 203, 205, 213, 229, 245, 246, 249.
Saint-Cricq, lieut. J., iv. (1806) 324, 325, capt. v. (1809) 272, vi. (1811) 21, 32, 37.
Saint-Cyr, gun., iv. (1805) 29.
Saint-Faust, lieut., iii. (1803) 287.
Saint-Fèlix, com., i. (1793) 171.
St.-George, lieut. W. M., iv. (1805) 101.
St.-Julien, r.-adm., i. (1793) 97, 99.
St.-Michel, capt., v. (1809) 290.
St.-Vaast, lieut., v. (1811) 487.
Saizieu, capt. L. P. F. R. B., vi. (1812) 65.
Salami, Mr. A., vi. (1816) 574, 585, 586, 588.
Salkeld, lieut. T., vi. (1813) 240.
Salmon, mast. J., iii. (1804) 358.
Salmond, mid. W., vi. (1812) 192.
Salomon, lieut. V. A., iv. (1806) 376, 378.
Salter, lieut., E. Lancer., v. (1809) 297.
Salvado, capt. don J., iv. (1805) 40.
Samson, lieut. J., iii. (1804) 393.
Samwell, mid. J., vi. (1813) 296, 303.
Sandell, gun., v. (1809) 290.
Sanders, capt. J., ii. (1799) 396, 472, 473, vi. (1813) 325, 335, 343.
———, capt. G., iii. (1805) 445, iv. (1807) 497.
———, lieut. W., iv. (1806) 282.
Sanderson, mate W., v. (1810) 462.
Sandes, mid. J. T., vi. (1814) 461.
Sandilant, lieut. A., vi. (1813) 241.
Sandom, lieut. W., v. (1809) 245.
Sandwith, lt. of mar. G. A. E., iv. (1807) 468.
Sandys, lieut. J., ii. (1797) 104.
———, lieut. R. E., iii. (1801) 109.
———, mid. G., v. (1809) 291.
Sargent, capt. W., vi. (1814) 388, (1815) 572.
Sarradine, capt. G., iii. (1801) 124.
Serrazin, gen., ii. (1798) 178.
Sarsfield, mate B., iv. (1807) 463, 464.
Sartorius, lieut. G. R., v. (1810) 357, 358.
Satie, capt. J. A., v. (1811) 549, 554.
Sauce, capt. R., iii. (1801) 154.
Saulnier, capt., ii. (1798) 230.
Saumarez, capt. J., i. (1793) 148, 150, (1794) sir J. 296, (1795) 349, 422, ii. (1797) 44, (1798) 212, 221, 266, 273, (1799) 379, r.-adm. iii. (1801) 163, 176, 177, 187, 188, (1803) 259, v. (1808) 17, 23, 49, 109, (1809) 189, 264, (1810) 312.
Saunders, capt. A., i. (1794) 233.
———, lieut. J., vi. (1812) 187, 193.
———, lieut. T., vi. (1812) 68.
———, mid. S., vi. (1814) 372.
Saunders, capt., iv. (1807) 472.
———, lt., iv. (1807) 474.
Saurin, mate E., v. (1808) 35.
Savage, capt. H., i. (1796) 478, 482.
———, mid. R. H., ii. (1799) 425.
———, lt. of mar. P., vi. (1813) 334.
Savary, com. D., ii. (1798) 177, 178, 213, r.-adm. iii. (1805) 457.
Saville, capt. J. G., iii. (1801) 144.
Savory, pur. T., v. (1809) 306, 307.
Sawyer, capt. C., i. (1794) 329, (1795) 427.
———, capt. H., ii. (1799) 370, 390, r.-adm. vi. (1811) 11, (1812) 131, 132, 202.
Sayer, lieut. G., i. (1794) 294, ii. (1798) 210, capt. iv. (1806) 370, (1807) 462, 485, vi. (1811) 30, 47.
Scallon, lieut. G., iii. (1801) 205.
Scandrl Kichne-Ali, capt., v. (1808) 84, 85, 90.
Scanlan, boats. J., iv. (1806) 370.
Schilds, con. J. J. B., v. (1811) 485.
Shomberg, capt. I., i. (1794) 289.
———, lieut. A. W., (1794) 311, (1796) 483, capt. v. (1809) 214.
———, lieut. C. M., iii. (1800) 73, 75, capt. (1803) 263, iv. (1807) 458, vi. (1811) 22, 27, 33, 35.
Schuiter, capt., ii. (1799) 445.
Scott, capt. M. H., i. (1794) 318, (1796) 528, iv. (1805) 221, 228.
——, mid. J., ii. (1797) 104.
——, T., ii. (1798) 317.
——, lieut. R., ii. (1799) 534.
——, lieut. I. W., iii. (1803) 287, 288.
——, capt. G., iii. (1801) 144, v. (1809) 218, 222, (1810) 336.
——, Mr. J., iv. (1805) 54.
——, lt. of mar. O., v. (1809) 227.
——, mid. E., v. (1809) 269.
——, pur. J. N. C., v. (1809) 245.
——, mate J., v. (1809) 304, lieut. vi. (1813) 327, (1814) 450.
——, lieut. G., vi. (1811) 37.
——, mast. R., vi. (1812) 145.
Scotten, Mr., v. (1811) 543.
Scriven, mast. T., iv. (1805) 77.
———, pur. T., iv. (1807) 252.
———, lieut. T., vi. (1813) 252.
Scroeder, mate C., ii. (1799) 422.
Seagrove, lieut. J., v. (1816) 575.
Seale, lieut. C. H., vi. (1813) 226.
Searle, capt. J. C., i. (1796) 509, 528.
———, R., ii. (1797) 449.
———, lieut. T., ii. (1799) 491, 495, 532, capt. iv. (1807) 502, 503, v. (1808) 54, 58, 59.

Sebastiani, gen., iv. (1807) 428, 443.
Seccombe, capt. T., iv. (1807) 468, v. (1808) 12.
Secker, serg. of mar., iv. (1805) 61.
Seghourne, Mr. T., ii. (1799) 427.
Seggers, gun. J., v. (1809) 155.
Segond, capt. A. J., ii. (1798) 180.
Selby, lieut. W., ii. (1797) 75, 78, iii. (1803) 259, capt. v. (1808) 132, 133, (1809) 189.
Selwyn, lieut. C. W., iv. (1806) 281.
Senes, lieut. L. A., iii. (1800) 79.
Senes, capt. A., ii. (1798) 177.
Senhouse, lieut. W. W., ii. (1797) 127, 130.
———, capt. H. F., vi. (1813) 343, 344.
Seniavin, v.-adm., iv. (1807) 455, 457, 460, v. (1808) 15, 82.
Sennequier, lieut., ii. (1798) 327.
Seppings, sir R., iii. (1800) 69, vi. (1817) 397.
Septford, mid. J., v. (1808) 46.
Serccy, r.-adm. P. C. G., i. 78, 82, (1796) 498, 500, 503, ii. (1797) 4, 114, 115, (1798) 307, 316, (1799) 462.
Serrcold, lieut. W., i. (1793) 104, capt. (1794) 272, 273, 274.
Sethion, capt., iii. (1800) 12.
Settle, mast. T., v. (1811) 535.
Seward, mid. C., ii. (1798) 253.
Sewell, mid. H., v. (1810) 436.
Seymour, capt. lord H., i. (1794) 189, 181, 208, r.-adm. (1795) 349, 357, ii. (1797) 34, (1798) 309, (1799) 541.
———, lieut. M., i. (1794) 225, capt. v. (1808) 118, 119, 122, 123, (1809) 139, 192, sir M. 127, 228, 232, vi. (1814) 385, 391.
———, mid. T., ii. (1798) 253.
———, lieut. G. F., iv. (1806) 281, capt. 332, v. (1809) 148, 172.
———, lieut. R., iv. (1806) 321.
Shadwell, pur. W., iii. (1804) 326.
Sharp, capt. of mar. A., iii. (1801) 107.
Sharpe, capt. A. R., v. (1811) 528.
Shaw, lieut. C., ii. (1799) 508, capt. vi. (1812) 104.
——, lieut., iv. (1807) 468.
——, lieut. I., vi. (1813) 240, 241.
Shearing, mate G. A., iii. (1801) 109.
Sheddey, J., iv. (1807) 479.
Sheills, lieut. L., i. (1793) 124.
Sheils, lieut. D., v. (1808) 85.
Shepperd, mast. R. S., vi. (1815) 521.
Shippendom, lieut. R., iv. (1806) 356, 357.
Sherbrooke, lt.-gen. sir J. C., vi. (1814) 479.
Sheridan, lieut. J., v. (1809) 262, 263, capt. vi. (1814) 466, (1815) 525.
Sherman, capt. of mar. T., v. (1810) 342, vi. (1813) 243.
Sherrard, T., vi. (1797) 105.
Sherrif, capt. J., iv. (1807) 503, 504.
Sherwin, mid. D., ii. (1797) 104.
Sherwood, mid. W., v. (1810) 366.
Shield, capt. W., i. (1794) 275, 277, (1795) 382, v. (1808) 10.
Shillibeer, lt. of mar. J., v. (1810) 323, 325.
Shipley, capt. C., iii. (1804) 370, 419, iv. (1807) 412, 469, v. (1808) 55, 56, 57.
———, Mr. C., v. (1808) 57.
Shippard, lieut. A., iii. (1802) 261.
Shirly, lieut. T., iv. (1805) 444.
Shirreff, capt. W. H., v. (1808) 133, vi. (1813) 336.
Shivers, capt. T. R., ii. (1799) 379.
Shorbridge, boats. W., iv. (1807) 459.
Shortland, mid. T. G., i. (1794) 225, lieut. ii. (1798) 330, 331, capt. iv. (1807) 429.
———, capt. J., v. (1809) 272, 279.
Shuldham, mid. W., iii. (1804) 421.
Sibly, lieut. E. R., iv. (1806) 356, capt. v. (1810) 315, vi. (1812) 102, (1813) 261.
Sibrell, lieut. J., v. (1808) 108.
Sieyes, M., iii. (1800) 4.
Simcox, lieut. T., iv. (1805) 103.
Simkin, capt. G., ii. (1799) 379.
Simlet, capt. E. S., vi. (1813) 222.
Simkin, mate W., vi. (1813) 251.
Simmonds, lieut. R., ii. (1798) 284.
———, lieut. R. W., v. (1811) 506, vi. (1812) 81.
Simmons, mid. J., iv. (1805) 74.
———, Mr. W., vi. (1814) 451.
Simms, mid. S., ii. (1799) 421.
Simonds, lieut. W. J., ii. (1798) 174.
Simmat, capt. E. L., vi. (1813) 222.
Simpkins, mid. W., v. (1811) 542.
Simpson, capt. S., iv. (1806) 341.
———, lieut. J., v. (1809) 265.
———, mate H. P., v. (1811) 543.
———, lt. of mar. J., vi. (1813) 271.
Sims, lieut. W., ii. (1797) 39.
Sinclair, capt. F., i. (1793) 157, (1794) 324.
———, lt. of mar. J., iii. (1801) 216, 217.
———, mate D., iv. (1807) 439.
———, capt. sir J. G., vi. (1813) 240, 243.
Sinclair, lieut. A., iv. (1807) 474, capt. vi. (1812) 116, 163, (1814) 469, 490.
Singleton, mid., i. (1794) 292.
Sisson, lieut. S., v. (1809) 201.
Sitford, mid. W., iii. (1801) 107.
Skekel, lieut. J., iv. (1805) 161, v. (1809) 263.
Skelton, lieut. J., iii. (1801) 125.
Skene, capt. A., v. (1808) 68.
Skinner, capt. of pack. J., ii. (1798) 301, 302.
———, lieut. G. A. R., iv. (1807) 468.
———, lieut. J. W., v. (1808) 108.
———, capt. F. G., v. (1809) 246.
Skynner, capt. L., i. (1795) 528.
Slade, sir T., i. (1756) 40.
——, mid. C., ii. (1797) 104.
——, lieut. J., ii. (1799) 496.
——, lieut. H., vi. (1814) 481.
Slaughter, lieut. W., v. (1809) 258, (1810) 366, 367.
Sleigh, mid. J., vi. (1813) 327.
Slenner, mast. B. G., v. (1810) 63.

Sloan, lieut. D., v. (1808) 45.
Slont, lieut. S., v. (1811) 495, 497.
Sluyskin, gen., i. (1795) 428.
Smalley, capt. H., E. I. ser., ii. (1798) 316.
Smith, capt. sir W. S., i. (1793) 111, 112, 113, 114, (1794) 360, 362, (1795) 335, 336, 407, (1796) 455, 456, 460, 462, 463, ii. (1798) 165, (1799) 377, 415, 416, 418, 423, 432, 435, 440, iii. (1800) 30, 33, (1801) 142, 144, 151, (1804) 320, 324, (1805) 443, r.-adm. iv. (1806) 310, 311, (1807) 433, 436, 439, 451, 458, 460, adm. v. (1809) 305, vi. (1813) 379.
——, capt. J. S., i. (1793) 162, ii. (1799) 415.
——, capt. L., i. (1793) 169.
——, capt. W., i. (1794) 221, (1795) 363.
——, capt. M., i. (1794) 394, 396, 397, (1795) 431.
——, lieut. J., ii. (1797) 113, iv (1805) 93.
——, lieut. J. J., ii. (1797) 104.
——, mid. W., ii. (1798) 253, lieut. iv. (1806) 369, v. (1808) 35.
——, lieut. J., ii. (1798) 353, iv. (1805) 248.
——, lieut. M., iii (1800) 81, 83.
——, lt.-col. W., iii. (1801) 146.
——, mid. F., iii (1801) 220, lieut. iv. (1807) 499, v. (1808) 79, 80.
——, mate J., iii. (1803) 294, 295.
——, lieut. J. E., iii. (1804) 421.
——, mid. R., iv (1805) 88.
——, mid. J. S., iv. (1805) 103.
——, mid. J. B., iv. (1805) 188, 189.
——, mate A., iv. (1806) 369, 370.
——, mate W., iv. (1807) 450, mast. v. (1808) 125.
——, mid. T., iv. (1807) 459.
——, mid. H., iv. (1807) 515.
——, lieut. M., v. (1810) 338.
——, mast. J., v. (1811) 489.
——, mid. W., v. (1811) 491.
——, lieut. W., vi. (1813) 264.
——, mid. C. T., vi. (1812) 196.
——, capt. J., vi. (1813) 239.
——, mid. W., vi. (1813) 293, 294, 303.
——, lieut. R., vi. (1814) 503.
Smith, lieut. S., iv. (1807) 478, vi. (1813) 367.
——, capt. J., vi. (1812) 116, 181, (1813) 308, 313.
——, Mr. R., vi. (1813) 300.
Smithies, lieut. T., iii. (1804) 332.
Snell, boats. J., iii. (1801) 186.
——, mate J., iv. (1805) 107.
Snellgrove, mid. H., iv (1805) 77.
Sneyd, lieut. R., ii. (1797) 104.
——, capt. C., vi (1812) 61.
Snow, mid. W. J., iv. (1805) 78, mate vi. (1812) 143.
Snowe, capt. of mar. W. H., v. (1812) 314.
Sobrièl, lieut., ii. (1797) 104.
Sobit, capt. E. J. N., ii. (1798) 230, com. iv. (1805) 213, (1806) 379.
Solsby, mast., ii. (1798) 332.
Somberset, comte de, i. (1795) 358, 360.
Somervell, capt. J., vi. (1814) 446.
Somerville, capt. P., iii. (1801) 121, v. (1809) 197, vi. (1814) 509, (1815) 524.
Sorsade, capt. don G., iv (1797) 141.
Sotheby, capt. T., i. (1796) 454, ii. (1799) 374, r.-adm. v. (1810) 343.
Sothoron, capt. P., ii (1799) 495, iii. (1802) 267, iv. (1806) 309.
Sottomayor, v.-adm. M. A., iv. (1807) 432.
Souters, capt., ii. (1797) 98.
Southcomb, capt. J., vi. (1813) 325, 326.
Southcott, mast E., ii. (1797) 149.
Southey, mid. T., ii (1798) 157, lieut. iii. (1801) 107.
Spargo, boats. S., iv. (1806) 282.
Sparrow, mid. B., ii. (1797) 9.
——, lieut. E., v. (1811) 486.
Sparrow, capt., iii. (1800) 57.
Spea, lt. of mar. J. L., iii. (1801) 146.
Spear, lieut. R., iv. (1805) 126, capt. v. (1811) 506.
——, capt. J., iv. (1806) 292, v. (1808) 59, (1811) 479.
Spearing, lieut. G. A., v. (1808) 133, 134.
Spearman, mid. R., v. (1809) 259, (1811) 520, 527.
Speddon, lieut. R., vi. (1815) 529.
Spence, mid., iii. (1801) 198.
——, lieut. C., iv. (1806) 391.
Spencer, maj., i. (1794) 324, col. (1801) 149.
——, lord, ii. (1797) 34, (1798) 271.
——, mid. R., i. (1795) 354, capt. v. (1810) 158.
——, lieut. G., iii. (1801) 108.
——, mid. R., iii. (1801) 171.
——, mid. hon. R. C., v. (1809) 248, capt. vi. (1813) 242, (1815) 518.
Spens, capt. N., E. I. ser., iii. (1800) 66.
Spicer, lieut. P., ii. (1797) 64.
Spilsbury, lieut. F. B., vi. (1812) 92, capt. (1813) 355, (1814) 484, 487.
Spittlewood, capt. R., E. I. ser., iii. (1803) 283.
Spranger, capt. J. W., i. (1795) 427, 428, (1796) 536, iv. (1806) 268, v. (1809) 212, 252.
Spratley, mid. S., iii. (1801) 122.
Spratt, mate J., iv. (1805) 108.
Spurin, capt. of mar. J., vi. (1813) 264.
Spurking, mid. J., vi. (1814) 394.
Spurling, mast. J., vi. (1814) 481.
Stackpoole, lieut. H., ii. (1799) 324, capt. vi. (1812) 122, (1813) 325, (1814) 479.
Staines, capt. T., v. (1809) 252.
Stains, mid. W. H., iv. (1805) 78.
Stamp, lieut. T., iii. (1800) 57.

Standelet, capt. P. J., ii. (1798) 230.
Stanilly, mid. R., iv. (1805) 189.
Stanfell, capt. P., v. (1809) 276, (1810) 321, 329, vi. (1814) 479.
Stanhope, capt. J., i. (1793) 86.
———, capt. H. E., i. (1796) 534, v.-adm. iv. (1807) 411, 424, sir v. (1809) 181.
———, mid. E. F., v. (1810) 340.
Stanley, mid. E., vi. (1816) 582.
Stanning, mast. R., ii. (1798) 314.
Stanson, capt. of mar. J., iv. (1806) 312.
Stanton, mid. A. C., iii. (1800) 80.
Stapledon, lieut. A., iii. (1801) 171.
Steel, gun., iii. (1804) 353.
Steele, lt. of mar. H., iv. (1805) 241.
Steeling, lieut. J., v. (1810) 327.
Stephens, capt. W., v. (1810) 313, 314.
———, mast. J., vi. (1812) 161.
———, lt. of mar. A., vi. (1814) 451, (1816) 584.
Stephenson, lieut. J., ii. (1797) 79.
Sterling, mid. J., v. (1809) 259.
Sterrett, lieut. A., iii. (1802) 243.
Stewart, capt. don J., i. (1795) 522.
Stevens, boats. W., vi. (1813) 296.
Stevenson, lt. of mar. C. J., iv. (1805) 161.
———, capt. J., i. (1796) 529, iii. (1801) 144, 151, 153.
Steward, mid., iii. (1801) 171.
Stewart, mast., i. (1794) 229.
———, lieut. J., iii. (1800) 8, 10, capt. (1801) 143, v. (1808) 83, 85, 89.
———, lieut.-col., iii. (1800) 37.
———, mast. R., iii. (1801) 198.
———, mid., iii. (1803) 276.
———, capt. H., iv. (1807) 418.
———, mid. H., iv. (1807) 461.
———, lieut. J. P., iv. (1807) 488.
———, lieut. G., iv. (1807) 515.
———, mast. H., v. (1808) 46.
———, lieut. A., v. (1808) 54, 55.
———, mid. H., v. (1808) 129, 132.
———, lieut. R., v. (1809) 210, 212.
———, capt. J., E. I. ser., v. (1809) 293, 294, 295, (1810) 382.
———, capt. W., v. (1810) 376, vi. (1812) 89, (1813) 221, 370.
———, lt. arm. D., v. (1810) 466.
———, capt. J. P., v. (1811) 500, vi. (1812) 76, 77.
———, Mr. J., v. (1811) 530.
———, mast. H., vi. (1812) 71.
———, maj., vi. (1813) 244, 245.
———, mid. J., vi. (1813) 246, 251.
Stewart, capt. C., vi. (1812) 148, (1813) 325, (1814) 469, 475, (1815) 540, 541, 551.
———, capt. J., i. (1796) 522.
Stiddy, mid. J., v. (1809) 211.
Stiles, lieut. J., i. (1793) 114.
Stirling, capt. C., i. (1795) 361, ii. (1797) 128, 155, (1798) 319, (1799) 370, 384, iii. (1801) 163, r.-adm. iii. (1805) 437, iv. (1805) 2, 16, 216, (1807) 513, 514, 516.
———, lieut. J., v. (1809) 264.
Stocker, lieut. C. M., i. (1795) 354.
Stockham, lieut. J., iv. (1805) 37.
Stoddart, capt. P., iv. (1807) 418.
Stokes, lieut. J., ii. (1799) 419, 421, 441, v. (1810) 340, vi. (1813) 232, 239, 364, 365.
———, mid. H., iv. (1806) 281.
Stone, mid. J., iv. (1805) 74.
Stone, capt., ii. (1798) 273.
Stoney, mid. J., v. (1810) 366.
Stopford, capt. hon. R., i. (1793) 88, 180, (1795) 339, (1796) 497, ii. (1797) 136, (1798) 295, 302, 348, iii. (1805) 469, iv. 139, (1806) 268, (1807) 411, r.-adm. v. (1809) 139, 143, 155, 170, 172, 186, vi. (1811) 22, 47, 50.
———, capt. E., iv. (1807) 472, 473, v. (1809) 281, 296, vi. (1811) 48, 49.
Storey, r.-adm., ii. (1797) 98, (1799) 445, 447, 448.
Stovin, mid. G. C., v. (1808) 129, 132.
Strachan, capt. R. J., i. (1794) 88, 169, 170, sir R. (1794) 286, 288, 289, (1795) 407, 422, ii. (1798) 165, 175, (1799) 379, iii. (1800) 8, 36, (1803) 263, (1804) 342, (1805) 440, iv. 154, 155, 159, 162, r.-adm. 266, (1806) 280, 301, v. (1808) 3, 4, 5, 6, (1809) 139, 191, 199, (1810) 312, (1811) 478, v.-adm. vi. (1812) 59.
———, J., iv. (1807) 479.
Strachey, capt. C., iii. (1803) 258, iv. (1807) 408.
Strangways, capt. H. L., i. (1796) 482.
Strangford, lord, iv. (1807) 459.
Street, lieut. B., v. (1810) 437, 474.
Strieker, gun., iii. (1801) 95.
———, gun., vi. (1814) 465.
Strode, mast. E., v. (1808) 22.
Strong, lieut. C. B., v. (1809) 197.
———, boats. J., v. (1810) 419.
Stuart, lieut.-gen. hon. C., i. (1794) 273, ii. (1798) 284, 287, 288.
———, col. J., i. (1795) 431, 433.
———, capt. H., ii. (1799) 438.
———, capt. J., iii. (1805) 469, iv. (1806) 301.
———, gen. sir J., iv. (1806) 310, 313.
———, capt. lord W., v. (1809) 197.
———, capt. lord G., v. (1809) 214, vi. (1812) 89, (1813) 208, (1815) 540, 546, 550.
Studd, capt. E., E. I. ser., ii. (1797) 114.
Stupart, lieut. G., ii. (1799) 492, 493.
Sturt, mid. H., vi. (1816) 583.
Styles, lieut. J., i. (1794) 273.
Sukylade, capt. don J., ii. (1799) 472, 473.
Suckling, lieut. M. W., i. (1796) 440.

Sudbury, mate J., vi. (1815) 522.
Suett, mate T. R., vi. (1813) 255.
Suffren, adm., i. (1794) 252.
Sullivan, lieut. T. B., iv. (1806) 373, (1807) 513, capt. vi. (1813) 352, (1814) 446, 463.
———, mid. C., iv. (1807) 517.
Summers, lieut. J., ii. (1799) 427, 428.
Surcouf, capt., iii. (1800) 78.
Surridge, capt. T., ii. (1799) 438, iii. (1801) 154, (1803) 393.
Sutherland, capt. A., i. (1793) 94.
———, mast. J., iv. (1806) 330, 332.
Sutton, capt. R. M., i. (1793) 94, 122, (1794) 266, 553.
———, capt. J., i. (1794) 275, (1795) 382, (1796) 447, ii. (1797) 44, (1799) 370, 384, iv. (1805) 210, r.-adm. v. (1809) 181.
———, capt. S., iii. (1801) 97, (1804) 407.
———, mid. C. T., vi. (1813) 238.
Swaffield, capt. W., i. (1796) 508.
Swain, lieut. T., iv. (1806) 323, v. (1808) 4.
Sweetland, lieut. H. J., vi. (1813) 241.
Sweeting, mid. W., vi. (1816) 585.
Swimmer, mid. H., iii. (1801) 108.
Swiney, lieut. W., ii. (1798) 339.
Syder, lt. of mar. G., vi. (1812) 80, 81.
Syer, mid. D. R., v. (1809) 210, 212, lieut. vi. (1813) 240.
Sykes, Mr. J., ii. (1797) 59, 78, lieut. vi. (1812) 118, 123.
———, lieut. T., v. (1808) 50, (1809) 261.
Symes, lieut. R., ii. (1799) 511.
———, lieut. J., v. (1809) 245.
———, mid. A. S., vi. (1816) 580, 584.
Symmonds, lieut. J., vi. (1814) 481.
Symons, mid. H., vi. (1815) 522.

Tailour, lieut. J., v. (1809) 210, 212.
Tainsh, surg. R., ii. (1799) 428.
Tait, lt. of mar. W., iii. (1801) 205.
———, lieut. J., iv. (1805) 190.
———, lieut. D., iv. (1806) 336, 357, v. (1809) 210, 212.
Talbot, lieut. J., i. (1795) 405, capt. iv. (1805) 181, (1807) 429, v. (1808) 5, 12, vi. (1812) 93, 94, 96, 97.
———, capt. J., ii. (1799) 167.
Tancock, gun., ii. (1798) 323.
Tanes, lieut. C., v. (1808) 99.
Tapley, mate E., v. (1809) 152.
Tarbell, capt., vi. (1813) 335.
Tardy, capt., i. (1794) 182.
Tarrant, lieut. J., v. (1809) 211.
Tartac, M., i. (1793) 154.
Tatham, capt. S., i. (1794) 315.
Tattnall, lieut. J. B., vi. (1815) 522.
Taupier, lieut. P. J., iii. (1803) 389.
Tause, mid. C., iv. (1805) 98.
Taylor, lieut. J. N., v. (1810) 350, capt. vi. (1813) 238.
Taylor, capt. T., i. (1795) 389, 390.
Taylor, mate G., ii. (1797) 105.
———, mid. J. G., ii. (1798) 253.
———, J., ii. (1798) 278.
———, lieut. B. W., ii. (1798) 339, capt. iv. (1805) 208, (1806) 359, v. (1809) 209, vi. (1812) 92, (1813) 252, 254, (1814) 373.
———, lieut. J., iii. (1801) 205.
———, mid. T., iii. (1801) 211.
———, boats. L., v. (1808) 122.
———, mate H. P., v. (1809) 252.
———, mid. J., v. (1809) 256.
———, capt. J., vi. (1813) 278, 281.
———, cary. W., v. (1809) 306.
———, maj., vi. (1813) 367.
Taylor, gen., vi. (1813) 341, (1814) 443.
Tchudy, col., ii. (1799) 408.
Tellier, ens. T. le, i. (1794) 268.
Temple, capt. J., i. (1796) 440.
———, lieut. F., iii. (1803) 270.
Templeton, R., iii. (1804) 354.
Terraguet, capt. don J., iv. (1805) 191.
Terrasa, cons. J. E., i. 79.
Terry, mid. G., vi. (1814) 372.
Tetley, capt. J. S., v. (1809) 299, (1811) 481, 538, 539.
Thaarup, lieut. C., v. (1810) 379.
Tharrens, gun., iii. (1801) 137.
Theed, mate J., v. (1810) 441.
Thesiger, capt. sir F., iii. (1801) 108.
Thévenard, capt. H. A., i. (1794) 302, 303, ii. (1797) 6, (1798) 230, 243, iv. (1805) 165, (1807) 493.
———, lieut. V., iv. (1806) 343, 344.
Thibaut, capt. M., iii. (1801) 229.
Thiekesse, capt. J., iv. (1806) 326, 378.
Thistlewayte, mid. F., iv. (1805) 77.
Thomas, lieut. G., iii. (1801) 145.
———, mast. J., iii. (1803) 288, v. (1810) 339.
———, pur. M., v. (1808) 61, 63.
———, capt. R., v. (1808) 98, vi. (1812) 98.
———, lieut. G., vi. (1812) 106.
———, mid. B., vi. (1813) 262.
Thomas, capt. G., i. (1793) 79.
Thompson, com. C., i. (1794) 308, 312, 320, (1796) 438, r.-adm. ii. (1797) 44, 75, sir C. (1798) 155.
———, lieut. T., i. (1796) 465.
———, lieut. J., ii. (1797) 21, iii. (1801) 392.
———, Mr., ii. (1797) 59.
———, capt. T. B., ii. (1797) 82, 85, 87, 91, (1798) 221, 235, 335, 340, 341, 346, (1799) 379, sir T. iii. (1801) 97.
———, lieut. A., ii. (1799) 63.
———, asst. J., iii. (1800) 53, (1803) 281, iv. (1806) 325, 326.
———, lt. of mar. J., iii. (1800) 59, 69.
———, mate R., iii. (1801) 168.
———, lieut. C., iii. (1801) 139.
———, lieut. T. B., iii. (1801) 211,

Thompson, lieut. H. C., iii. (1803) 290.
———, mid. G., iv. (1805) 64.
———, mid. W. A., iv. (1806) 230.
———, capt. N., iv. (1807) 458, v. (1809) 197.
———, mate G., v. (1809) 249.
———, gun. J., v. (1809) 304.
———, lieut. J., vi. (1812) 83, 84.
———, capt. J., vi. (1812) 131.
———, lt. of mar. J. R., vi. (1813) 265.
Thornborough, capt. E., i. (1793) 86, (1794) 180, 220, (1795) 350, ii. (1798) 183, 186, 210, 221, (1799) 384, v.-adm. iii. (1804) 381, 378, iv. (1805) 33, v. (1808) 5, 7, 12, v.-adm. (1809) 224, adm. vi. (1813) 324.
Thornton, col., vi. (1815) 523.
Thorpe, lieut.-G., ii. (1797) 86.
Thrieuert, capt. P. J., i. (1793) 172, (1796) 499, ii. (1797) 115, com. (1799) 379.
Thuru, com. count, ii. (1799) 483, 484.
Tierro, capt. don J. C., iv. (1805) 232.
Timmins, capt. J. F., E. I. ser., iii. (1804) 359.
———, mid. G., v. (1810) 419, 429.
Tindall, lieut. W., iii. (1801) 109.
Tinlay, mid. J. P., ii. (1797) 103.
Tiphaigne, capt., i. 79, 182.
Tippet, lieut. G., iii. (1804) 387.
Tippoo-Saib, ii. (1797) iv. (1798) 366, 315, 342.
Titterton, pur. T., iv. (1805) 161.
Tobin, capt. G., iv. (1805) 249, vi. (1813) 236, (1814) 391.
Toby, boats. J., vi. (1813) 251.
Todd, lieut. A., i. (1795) 428, capt. (1796) 532, iii. (1800) 8, 10.
Tomkinson, lieut. J., v. (1808) 113, capt. (1810) 432, 433, 437, 474.
Tomlinson, capt. N., i. (1796) 468, 469.
———, mate P., iv. (1807) 419.
Tonyn, lieut. P., i. (1795) 417.
Tooley, mid. R., ii. (1797) 78.
Toria, capt. R., E. I. ser., iii. (1800) 66, (1804) 359.
Torkington, capt. of mar. R., iii. (1801) 146.
Torrens, capt. of mar. R., v. (1811) 498, 502.
Torres, capt. don J., ii. (1797) 76.
——, lieut. A. de, iv. (1807) 503.
Torris, capt. don P., iii. (1801) 209.
Tothill, lieut. J., vi. (1813) 254.
Totty, capt. J., i. (1796) 528.
——, capt. T., ii. (1797) 144.
Touffet, lieut. C., ii. (1799) 394, capt. iii. (1803) 276, iv. (1805) 39.
Tourneur, lieut. L., iii. (1804) 319, capt. vi. (1813) 222.
Tourpin, capt., iii. (1800) 77.
Tourquet, capt., v. (1808) 19.
Toussaint-Louverture, gen., iii. (1802) 246, 248, 249.
Tower, capt. J., vi. (1812) 101.
Townshend, lieut. lord J., iv. (1806) 282, capt. (1807) 474, 475, vi. (1812) 132.
Towry, capt. G. H., i. (1794) 276, (1795) 411, 413, 415, (1795) 440, ii. (1797) 44, (1799) 390.
Tozer, mid. A., iv. (1805) 244, lieut. vi. (1813) 240, 243.
——, mid. C. E., vi. (1813) 243.
Trace, mate C., iv. (1805) 252.
Tracey, mid. J., iii. (1804) 355, lieut. v. (1808) 26, vi. (1813) 229.
Tracy, lieut. F. M., iii. (1803) 258.
Trangerdias, capt., i. 79.
Travers, mid. E., iii. (1804) 417, lieut. v. (1809) 206, (1811) 544, 545, 546, 547, vi. (1813) 262.
———, mid. J., vi. (1814) 435.
Travis, capt. S., vi. (1813) 334, 335.
Trewenbere, lt. of mar. W., i. (1794) 311.
Trigge, lt.-gen., iii. (1801) 231.
Triplet, boats. W., v. (1808) 61.
Tripp, capt. G., ii. (1798) 346.
Tripp, lieut., iii. (1804) 428.
Trist, mate E., v. (1808) 28, 29.
Tritton, capt. E., v. (1809) 250, (1811) 551, vi. (1813) 231.
Trogoff, r.-adm. comte de, i. (1793) 95.
———, capt., iii. (1804) 382.
Trollope, capt. H., i. (1793) 53, 58, (1796) 439, 478, 479, 480, 483, sir H. ii. (1797) 113.
———, lieut. G., ii. (1797) 104, capt. v. (1808) 13, vi. (1812) 66.
Troubridge, capt. T., i. (1794) 183, 207, 240, 265, (1795) 382, 392, 449, ii. (1797) 44, 82, 85, 86, (1798) 223, 224, 272, (1799) 395, 397, 407, 409, 410, 412, 415, 420, iii. (1800) 23, 29.
———, capt. E. T., iv. (1806) 362, vi. (1815) 519.
Traude, capt. A. G., iii. (1801) 181, 196, 182, iv. (1805) 213, v. (1809) 138, 139, 234, 239.
Troughton, mast. T., i. (1795) 354, ii. (1797) 105.
Trounce, mast. S., iv. (1805) 166.
Truguet, r.-adm. L. J. F., i. (1793) 65, ii. (1797) 2, 4, 42, iii. (1803) 256.
Trullet, capt. J. F. T., ii. (1798) 230.
Trusenat, capt. W., i. (1794) 243.
Trusson, lt. of mar. C. A., iv. (1807) 468.
Truxton, com. T., ii. (1799) 479, iii. (1800) 39.
Tryon, lieut. R., v. (1810) 351.
Tucker, lieut. N., ii. (1799) 402.
———, capt. R., iii. (1804) 411, 412.
———, lieut. T. T., iv. (1805) 136, capt. v. (1808) 124, (1809) 241, vi. (1814) 444, 447.
———, capt. E., v. (1810) 458, 467.

Tacket, mid. hon. G., ii. (1801) 109.
Tallitire, Lieut. J. C., v. (1810) 439, 440, 441, 443, 446.
Tallock, lieut. A., v. (1813) 226.
Tapsain, lieut. G., v. (1809) 28.
Tapper, lieut. C., ii. (1793) 114, (1794) 273.
Turner, capt. J., i. (1795) 399.
———, lieut. J., iii. (1807) 172.
———, mate A., iv. (1805) 97.
———, mid. R., iv. (1807) 474.
———, surg. W., v. (1811) 533.
Turquand, lieut. W. J., ii. (1798) 210, capt. iii. (1809) 42.
Twysden, capt. T., i. (1794) 553, ii. (1798) 158, 199.
Tyler, capt. C., i. (1795) 366, 382, ii. (1799) 374, iii. (1801) 93, iv. (1805) 37, 71.
Tynsmore, capt. of mar., J., iv. (1808) 97.
Tyrrel, capt. E., i. (1793) 548.

Ulbeck, pur. T., vi. (1813) 253, 254.
Ulrick, mast. G., vi. (1815) 520.
Umfreville, capt. J. B., vi. (1815) 518.
Undrell, lieut. J., v. (1808) 56.
Unjacke, lt. of mar. J., vi. (1815) 522.
———, mid. R., vi. (1815) 523.
Unthank, boats. R., v. (1811) 519.
Upton, capt. C., iv. (1807) 412, v. (1808) 113, vi. (1814) 425, 478.
Urbarte, capt. don F. de, iv. (1805) 40.
Urmston, lieut. G. C., vi. (1813) 327.
Utenschef, capt. M., ii. (1797) 141.
Usherwood, lieut. W., v. (1811) 535.
Ussher, lieut. T., i. (1796) 510, 512, iv. (1806) 322, 323, capt. v. (1808) 58, vi. (1812) 21, 32, (1813) 239, 242, 264.

Valdes, com. don C., iv. (1805) 40.
Valdes, lt.-gen., i. (1793) 105, 110.
Vale, mast. S., vi. (1814) 373.
Valentine, mate D., i. (1793) 153.
———, boats. G., vi. (1816) 580.
Valette, capt., ii. (1798) 280.
Valk, capt. i. (1796) 535.
Valkenburg, capt., i. (1795) 335.
Vallack, lieut R. G., v. (1808) 90.
Valle, adm. de, i. (1795) 338.
Vallego, capt. don G., ii. (1797) 76.
Vallestos, capt., iii. (1804) 367.
Valliant, mast. P. H., i. (1793) 114.
Van-Angelbeek, gov., i. (1795) 432.
Van-Bigart, col., v. (1809) 194.
Van-Braam, capt., ii. (1799) 445.
Vandamme, gen., ii. (1799) 452.
Vandangel, capt. I. (1794) 182.
Van de Capelle, capt., ii. (1799) 445, 459.
Van de Cappellen, v.-adm. T., vi. (1816) 572.
Vandegrift, v.-adm., i. (1796) 454.
Vanderdart, capt. W. A., vi. (1816) 572.
Vanderhaeven, gen., v. (1810) 404.
Van der Pahlen, count, iii. (1801) 117.
Van der Streaten, capt. J. A., vi. (1816) 572.
Van der Vild, capt. G., v. (1809) 267.
Van-Maren, capt. J., vi. (1813) 253.
Van-Nes, capt. J., iv. (1807) 510.
Van-Ranzow, capt., ii. (1797) 98, 105.
Van-Reynert, capt., ii. (1797) 98.
Van-Schelten, col., iv. (1807) 513.
Van-Senden, capt., ii. (1799) 445.
Vansittart, mid. H., i. (1793) 182, capt. iii. (1801) 138, vi. (1814) 391.
———, hon. N., iii. (1801) 95.
Vantabel, v.-adm., i. (1793) 79, 181, (1794) 183, 184, 245, (1795) 334, 337.
Van-Tyrsberg, capt., ii. (1797) 98.
Vashon, capt. J., i. (1794) 292, ii. (1799) 369, 384.
———, lieut. J. G., ii. (1799) 484, capt. vi. (1812) 116.
Vasal, lieut. N., ii. (1798) 253.
Vasbis, gen., ii. (1798) 217, 225, 273, iii. (1799) 29, 33, 38.
Vaughan, lieut H., i. (1794) 257.
———, mid. J. T., vi. (1814) 394.
Vaux, gen., ii. (1799) 442.
Veal, mid. J., v. (1810) 373.
Veers, Mr., ii. (1798) 252.
Vega, lieut. F., i. (1795) 477.
Velez, r.-adm. J. G., i. (1795) 338, 339, 340.
Vendier, gen., ii. (1799) 442.
Verdugen, capt., ii. (1797) 98.
Ver-Huell, r.-adm., iii. (1804) 324, 326, 328, r.-adm. iii. (1809) 413, 417, 448, 451, 456.
Vernon, lieut. F., v. (1809) 263, capt. vi. (1813) 232, 259.
Vesconte, lt. of mar. J., iv. (1805) 64.
Vesey, boats. M., v. (1809) 264.
Victor, mid. J. G., iii. (1804) 392.
———, lt. of mar. G., v. (1811) 549.
Vidal, capt., iv. (1807) 504.
Vigary, capt. de, i. 58.
Vignot, capt. J. F., i. (1794) 162.
Villettes, lt.-col., i. (1794) 271.
Villaret-Joyeuse, com. L. T., i. (1793) 79, r.-adm. (1794) 175, 182, 183, 184, 185, 190, 192, 197, 199, 235, 267, 268, 213, 216, 237, 241, 244, 245, (1795) 334, 337, r.-adm. 340, 341, 345, 346, 352, 356, ii. (1797) 3, 4, 60, (1804) 336, iv. (1805) 253, v. (1809) 301, 305.
Villeneuve, capt. don A., iii. (1797) 76.
———, capt. don R., iii. (1805) 479.
Villemadrin, capt., iv. (1805) 184.
Villiamez, r.-adm. P. C. J. B. S., i. (1795) 448, 449, 450, 457, ii. (1797) 5, 36, (1798) 217, 220, 256, 274, iii. (1806) 29, r.-adm. (1804) 315, 349, 350, (1805) 434, 438, 461, 466, 474, 478, 486, 490, iv. 16, 19, 24, 28, 30, 39, 49, 52, 58, 91, 152, 165, 252, 262.

Fillmore, lieut. A. D. de, ii. (1797) 142, capt. 250, 348, vi. (1814) 376.
Finnicle, M., ii. (1799) 431.
Finnis, capt. R. B., iv. (1803) 168.
Finnis, M., i. (1793) 132, 133.
———, lieut. R., v. (1809) 272.
Fise, lieut. G. B., iv. (1806) 362.
——, lt. of mar. H. L., v. (1809) 198.
Fisher, capt. P. F., iv. (1805) 213, v. (1809) 205, r.-adm. vi. (1812) 63.
Fitré, lieut. J. D. de, ii. (1798) 170.
Fitzgerald-Dease, M., ii. (1799) 435.
Fitz-Steffen, lieut., iv. (1807) 422.
Fitzgerald, capt. J. M., iii. (1803) 307, 360, iv. (1806) 321.
Fitzgerald, lt. of mar. W., iii. (1801) 190, 191.
Fitzgerald, capt. A., E. I. ser., ii. (1797) 118.

Fitzwright, capt. J., v. (1809) 297, vi. (1814) 446, 453.
Fitzfield, mid. A., vi. (1814) 450.
Fitzfield, capt., ii. (1799) 445.
Fitzgerald, capt. hon. W., i. (1793) 94, (1796) 439, r.-adm. ii. (1797) 44.
———, lieut. hon. W., v. (1809) 211, (1811) 529.
———, capt. hon. G. G., v. (1810) 373, 374, (1811) 481, vi. (1813) 240, 241.
———, mid. W., vi. (1813) 245, 248.
Fitzgerald, capt. R. W., vi. (1814) 423, 424.
Fitzgerald, lieut. W., i. (1795) 418, 420, (1796) 504.
———, capt. J., ii. (1797) 97, iii. (1801) 97, (1803) 272, (1804) 412, iv. (1807) 458.
———, lieut. R. G. W., ii. (1797) 104.
———, lieut. J., ii. (1799) 511.
———, lieuts., iv. (1805) 248.
———, lieut. H., iv. (1805) 370, 371, (1807) 462, 464, vi. (1816) 583.
———, lieut. W. H., iv. (1807) 495.
———, capt. R., v. (1809) 271.
———, lieut. R., v. (1810) 469.
Fitzgerald, mid., iii. (1804) 398.
Fitzgerald, capt. sir J., i. (1793) 165, v. adm. (1797) 535.
———, lieut. J., iv. (1805) 88, 102.
Fitzgerald, capt. J., ii. (1797) 79, 82, 85, iv. (1805) 251, 253.
———, capt. T. M., ii. (1798) 206.
———, lieut. E., iii. (1801) 189.
———, lieut. J., iv. (1807) 438, 450.
———, gun. J., vi. (1813) 251.
Fitzgerald, mid. C., iv. (1806) 281.
Fitzgerald, capt. J., ii. (1799) 458, 460, iii. (1803) 276.
———, Mr. H., iii. (1801) 216, 219.
———, lieut. P. W. P., vi. (1813) 303, 304.
Fitzgerald, lieut. hon. W., iii. (1803) 273.
Fitzgerald, lieut. W., vi. [illegible]
Fitzgerald, M., ii. [illegible]
Fitzgerald, lieut. R., ii. [illegible]
Fitzgerald, lieut. [illegible]
———, lieut. W. [illegible]
———, vol. C., [illegible]
Fitzgerald, W., iv. [illegible]
Fitzgerald, capt. [illegible]
———, R. of [illegible]
———, lieut. [illegible] (1813) 235.
Fitzgerald, lieut. T., iii. (1800) 75, vi. (1812) 75, 76.
Fitzgerald, capt. H., i. (1795) 421.
Fitzgerald, capt. sir J. R., i. (1794) 286, 289, 299, 300, 301, (1795) 335, 358, 360, 423, 425, (1796) 456, 469, 490, 493, ii. (1797) 41, 122, 123, 125, 153, (1798) 183, 185, 187, 192, 193, 209, 295, r.-adm. iii. (1800) 36, 57, (1801) 133, v.-adm. iv. (1805) 266, 298, 301, (1806) 319, v. (1810) 328, adm. vi. (1813) 325, 335, 341, (1814) 457.
———, lieut. C. G., ii. (1799) 494.
———, mid. R., iii. (1801) 216, 217.
———, capt. S., iv. (1805) ii. (1807) 514, v. (1809) 262, 263, vi. (1811) 47, 53.
———, mid. W. S., iv. (1805) 78.
———, capt. F., v. (1809) 261, 262.
———, mate, v. (1811) 533, 534.
Fitzgerald, capt. L., vi. (1814) 425, (1815) 563, 568.
Fitzgerald, lieut. W., v. (1809) 210.
Fitzgerald, mid. J., ii. (1799) 419.
Fitzgerald, lieut. F., i. (1795) 396, 400, 401, capt. 427, iii. (1800) 87, 88, (1804) 411.
———, lieut., E. I. ser., v. (1809) 287, 297.
Fitzgerald, lieut. J. W., v. (1810) 395, 400, 402, 411, 412, 421, 429, 432.
Fitzgerald, gun., iii. (1801) 137, 141.
Fitzgerald, capt. R., i. (1795) 416.
———, lieut. C., ii. (1797) 113.
———, mate W., iv. (1805) 64.
———, mid. J. W., iv. (1805) 96, (1806) 321.
———, lieut. J. R., i. (1794) 311, capt. iv. (1807) 412, v. (1810) 329, (1811) 479.
———, lieut. E., iv. (1807) 468.
Fitzgerald, lieut. W. H., vi. (1813) 321, 324.
Fitzgerald, mid. T. A., ii. (1804) 392.
———, mid. J., v. (1810) 340.
———, lieut. T. L., vi. (1813) 292, 294.
Fitzgerald, mid. R., ii. (1797) 87.
———, lieut. G. E., iv. (1807) 415, 469, 479, capt. vi. (1814) 438.
———, mast. W., vi. (1813) 260.
Fitzgerald, lieut. R., v. (1810) 424, 431.
Fitzgerald, lieut. T., iv. (1805) 96.
Fitzgerald, lieut. J., ii. (1797) 8.
Fitzgerald, mid. J., ii. (1798) 253.
Fitzgerald, lt. of mar. T., iii. (1801) 204.
Fitzgerald, lieut. C., ii. (1798) 294.

Webb, mid. C. J., ii. (1799) 427.
———, ———, vi. (1813) 246, 248.
Webley's, lieut. W. H., i. (1794) 290, capt. iv. (1807) 417, 508, v. (1808) 17, 22.
Webster, mate J., v. (1809) 210, 212.
———, mast ———, i. (1794) 226.
———, lieut. R., vi. (1797) 104.
———, lieut. W., iv. (1807) 502.
Weeks, lieut. J., vi. (1812) 70, 74.
Weir, lieut. H., iv. (1807) 485, capt. vi. (1812) 76, 78.
Weiss, mid. W., v. (1809) 285, lieut. (1810) 404, 409, 416.
Weld, lieut. R., vi. (1813) 355.
Weller, h.-gen., vi. (1812) 139.
Wellesley, lt.-gen. sir A., v. (1808) 15.
Wells, capt. T., i. (1794) 286, (1795) 332, ii. (1799) 369, 384.
——, mid. M., ii. (1798) 233.
——, lieut. T., iv. (1806) 311, v. (1808) 109, 110, capt. vi. (1812) 68.
——, lieut. G., vi. (1813) 270.
Welsh, lieut. H., vi. (1813) 350.
Welsman, iii. (1801) 113.
Welsh, lieut. T., vi. (1813) 323.
Wemyss, capt. C., iii. (1801) 220.
———, capt. of mar. J., iv. (1805) 74.
———, mid. F., v. (1808) 107.
———, capt. J., vi. (1813) 262.
Wesley, mate G. N., vi. (1816) 563.
West, mid. P., iii. (1800) 26.
——, mate H., iv. (1805) 97.
——, capt. J., v. (1808) 130, (1809) 256, (1811) 479.
Westcott, capt. G. B., i. (1794) 179, ii. (1797) 221.
Western, lieut. J., i. (1793) 128.
———, capt. F., ii. (1799) 501, iv. (1807) 458.
Westphal, mid. G. A., iv. (1805) 83, 89, lieut. vi. (1813) 328, 330, 331.
———, lieut. P., vi., (1812) 344.
Westropp, capt. of mar. P., iv. (1805) 78.
Wetherall, maj.-gen., vi. (1811) 38.
———, capt. F. A., v. (1809) 272, 275.
Whaley, lieut. T., vi. (1813) 246, 251.
Wharrie, mid. G., iv. (1805) 77.
Wheatland, mate J., iii. (1800) 63.
Wheeler, gun. T., v. (1811) 469.
Whimper, mid. W., iii. (1801) 108.
Whinyates, capt. T., vi. (1812) 158, 159, 160, 162.
Whipple, clerk T., iv. (1805) 88.
Whiston, lieut. J., ii. (1798) 284, iv. (1807) 489.
Whithy, lieut. J., i. (1794) 257, capt. (1795) 332, iii. (1803) 263.
———, capt. H., iv. (1806) 341, 342, v. (1809) 269, (1810) 365, (1811) 510, 511.
White, capt. C., i. (1795) 416.
———, capt. J. C., i. (1796) 490, ii. (1797) 122, 124, (1798) 180, (1799) 390, iii. (1801) 140, (1803) 263, iv. (1805) 266, (1806) 319, vi. (1814) 375.
White, lieut. T., ii. (1798) 129.
———, capt. of mar. J., ii. (1798) 157.
———, mid. E., iv. (1805) 97.
———, lieut. A. H., v. (1808) 44.
———, mast. J. J., v. (1808) 50.
———, mid. W. G., vi. (1815) 523.
———, mid. G. R., vi. (1815) 522.
———, corn., vi. (1815) 565.
White, mast. W. A., vi. (1813) 297.
Whitehead, mate J., ii. (1798) 347.
Whitelocke, col., i. (1793) 167, lieut.-gen. iv. (1807) 516.
Whithurst, mid. W., i. (1794) 199.
Whitney, Mr., iii. (1804) 377.
Whitshed, capt. J. H., ii. (1797) 44, (1799) 379.
Whittaker, lieut. J., i. (1793) 140.
Whittier, lieut. T., i. (1794) 227, (1795) 385.
Whitworth, lord, iii. (1800) 92, (1803) 269.
Whyley, mid. J., i. (1795) 354.
Whplock, lt. of mar. J., v. (1808) 55, (1809) 259, 260, vi. (1813) 263.
Whyte, maj.-gen. J., i. (1796) 527.
———, lieut. E., vi. (1812) 97.
Wickland, boats. T., v. (1809) 304.
Wiggers, capt., ii. (1797) 98.
Wildey, lieut. H., v. (1809) 152.
Wiley, lieut. J., ii. (1799) 487.
Wilkes, mid. J., v. (1809) 259.
Wilkey, mid. J., vi. (1811) 29.
Wilkie, lieut. J., vi. (1812) 78.
Wilkins, lt. of mar. W., v. (1809) 265.
Wilkinson, lieut. W., ii. (1798) 252.
———, capt. P., ii. (1799) 390, iii. (1800) 57.
———, lieut. R., iii. (1801) 123.
———, boats. I., iv. (1805) 64.
———, mid. W., v. (1810) 64.
Williams, gen., vi. (1814) 452.
Wilks, lieut. T., iii. (1801) 107.
Willoughby, capt. J. B. P., i. (1796) 497, (1798) 306, com. iii. (1803) 270, r.-adm. (1805) 449, iv. 213, (1806) 269, 287, 279, 291, 293, 294, 295, 298, 299, v. (1809) 137, 138, 140, 142, 144, 149.
Willcox, mid. J., iv. (1805) 291.
Willes, lieut. G. W., iv. (1807) 488, v. (1809) 247, 248, (1810) 361, 363, capt. vi. (1812) 79.
——, lieut. C., iv. (1807) 503.
Williams, capt. W. P., i. (1780) 51.
———, capt. T., i. (1796) 469, 472, 473, iii. (1797) 13, 112.
———, lieut. R., i. (1796) 483.
———, iii. (1804) 340.
———, mid. J., iii. (1801) 108, (1804) lieut. 318, 319, iv. (1807) 418.
———, lt. of mar. J. D., iii. (1801) 172.

Williams, mast. J., iii. (1801) 185.
———, mast. W., iii. (1804) 379.
———, lt. of mar. Z., iv. (1806) 385.
———, lieut., iv. (1807) 465.
———, surg. R., v. (1809) 259.
———, lieut. P., v. (1810) 352, 354.
———, mid. H., vi. (1811) 20.
———, lieut.-col., vi. (1813) 340.
Williamson, mad.-gen., i. (1793) 166.
———, capt. J., ii. (1797) 97, 109, 114.
———, mid. J., iv. (1805) 108.
———, mid. G., iv. (1805) 190.
———, mast. N., v. (1809) 245.
Willison, mid. W., i. (1795) 385.
Willmet, boats. W., iv. (1805) 59, 69.
Willoughby, lieut. N. J., iii. (1803) 302, 303, (1804) 414, 416, 418, iv. (1807) 449, capt. v. (1809) 284, 286, 288, 289, 290, (1810) 388, 390, 392, 398, 403, 405, 407, 409, 411, 414, 417, 419, 422, 428, 430, 431, 475.
Wilson, capt. of mar. J., vi. (1816) 583.
Wilson, lieut., vi. (1814) 419.
Wilson, lieut. D., ii. (1798) 303, 305, (1799) 419, 421.
Wilson, capt. G., i. (1793) 86, (1794) 243, (1795) 425, ii. (1797) 141.
———, lieut. T. H., i. (1791) 315, iii. (1800) 56, 57.
———, mast. J., i. (1795) 373.
———, boats. T., v. (1808) 11.
———, lt. of mar., iii. (1801) 213.
———, capt. H., E. I. ser., iii. (1804) 359.
———, lieut. H. S., iv. (1805) [illegible]
———, mast. W., v. (1808) [illegible] vi. (1813) 235.
———, capt. J., v. (1809) 209.
———, lieut. A., v. (1810) 364, (1811) 561.
Winchester, mid. W., iii. (1801) 805.
Windle, gen., vi. (1814) 447, 449.
Windham, Mr., iv. (1807) 451.
Winne, lieut. J., i. (1794) 189, 234, ii. (1797) 113.
Winter, v.-adm. de, ii. (1797) 96, 98, 100, 105, 109.
Winthrop, capt. R., ii. (1799) 447, 449.
Wintle, lieut. F. B., vi. (1812) 161.
Wise, capt. W. P., iv. (1807) 467, 468, vi. (1815) 571, 579, 588.
———, mid. H., v. (1809) 201.
———, mid. D. F., vi. (1816) 584.
Wixon, mate J., ii. (1797) 63.
Wodehouse, capt. hon. P., iv. (1806) 310, v. (1808) 5, (1809) 297, vi. (1813) 303, 344.
Wolfe, capt. G., iii. (1804) 392, 393, (1805) 439, v. (1808) 36, 37, 38, v. (1809) 148, 176, 197.
Wolley, capt. L., i. (1794) 311, 321, iv. (1807) 411, 508.
Wolley, capt. T., [illegible] 126, 144, (17[illegible] (1801) 220, v. [illegible]
Wolrige, lieut. [illegible]
———, lieut. [illegible]
———, lt. of [illegible]
Wolseley, [illegible] (1794) [illegible]
———, [illegible]
Wood, [illegible]
———, [illegible]
———, [illegible]
———, capt. [illegible]
———, capt. G., [illegible]
———, mate J., E. I. [illegible] 41.
———, Mr. J., iv. (1807) [illegible]
———, capt. J. A., iv. (1807) [illegible] v. (1809) 235, 300, vi. (1812) sic 60, 62, (1813) 221.
———, lieut. G., v. (1808) 108, 109.
———, mid. W., v. (1811) 542.
———, capt. arm., vi. (1812) 193.
Woodford, lieut. J., iv. (1807) 418.
Woodin, lieut. J., iv. (1805) 68.
———, lieut. W. H., vi. (1814) 480.
Woodley, capt. J., i. (1793) 122, (1794) 267, 275.
Woodman, lieut. W. L., v. (1808) 104.
Woodriff, capt. D., iv. (1805) 211, 212, 214, 215.
Woodward, mid. S., vi. (1811) 14.
Woolcombe, capt. E., v. (1808) 300.
———, capt. J. C., v. (1808) 101, 102, 105, vi. (1813) 239.
Wooldridge, lieut. W., iii. (1801) 229, 230.
———, capt. J., v. (1809) 148, 155, 185, (1810) 329, 333.
Woolsey, lieut. W., iii. (1804) 414, capt. iv. (1805) 189.
Woolsey, lieut. M. T., vi. (1813) 350, capt. (1814) 484.
Wordsworth, capt. J., E. I. ser., iii. (1804) 359.
Worsley, lieut. R., i. (1794) 295, 296, capt. iv. (1807) 508.
———, lieut. M., vi. (1814) 489, 490, 491.
Worth, lieut. J. A., ii. (1799) 380, 486, capt. vi. (1814) 377.
Worthy, mate J. D., vi. (1811) 49.
Wrangel, capt. count. v. (1808) 19.
Wray, lieut. L. H., iv. (1806) 354.
———, mid. G., iv. (1807) 450.
Wrench, lieut. M., i. (1793) 114.
Wrickson, mate H., ii. (1797) 124.
Wright, mid. J. W., i. (1796) 463, lieut. ii. (1798) 299, (1799) 416, 419, 420, iii. (1800) 32, capt. (1804) 318, 319, 320.
———, mid., iii. (1801) 146.
———, capt., E. I. ser., iii. (1804) 375.
———, capt. J., iv. (1805) 248.
———, mate P., v. (1810) 351.

Wright, lieut. F. A., vi. (1813) 281, 282.
Wrist, lieut., vi. (1813) 225.

Yarker, lieut. R., iii. (1800) 58.
Yates, lieut. R. [illegible], v. (1810) 346.
——, lt. arm. C. W., v. (1810) 468.
Yaulden, mate H., iii. (1801) 108.
Yelland, capt. J., iii. (1808) 444.
Yeo, lieut. J. L., iv. (1805) 192, 193, 194, capt. 197, (1807) 459, 494, v. (1808) 28, (1809) 305, 306, 307, 309, vi. (1812) 109, 111, 112, 125, sir J. (1813) 352, 353, 354, 356, 358, (1814) 482, 487.
——, mid. G., v. (1809) 310.
Yeoman, mid. B., v. (1808) 107.
Yorke, capt. J. S., i. (1795) 416, ii. (1798) 353, 388, sir J. v. (1810) 333, 334, r.-adm. vi. (183) 215.
——, hon. C., iv. (1805) 247.
Young, capt. W., i. (1793) 94, (1794) 267, 272, 275, (1795) 366, 382, r.-adm. ii. (1797) 35, adm. v. (1809) 181, (1811) 478.
Young, Mr., i. (1793) 114.
——, capt. J., ii. (1799) 521, iv. (1807) 412.
——, lieut. R., iii. (1800) 62.
——, capt. W., iii. (1801) 142.
——, capt. of mar. G., iii. (1801) 122.
——, mid. J., iv. (1805) 69.
——, surg. G. P. M., v. (1810) 393.
——, mid. E., vi. (1813) 260.
——, mar. W., vi. (1813) 295.
——, mate W., vi. (1813) 321, 322.
Younghusband, capt. G., iii. (1803) 289, (1804) 369, 370.
Yule, lieut. J., iv. (1805) 46, 80.

Zegers, capt., ii. (1797) 98.
Ziesegel, capt. P., vi. (1815) 572.
Zoetmans, capt., i. (1796) 535.

OMISSIONS, &c. *in the* INDEX, *and some additional* ERRATA *discovered in the text.*

Page 638, second column, line 4, from top, *after* (1814) *read* 454,
,, 636, first column, ,, 29 ,, *dele*, v. (1808) 78
,, ,, ,, between lines 27 and 28 from bottom, *insert* ——, lieut. W., v. (1808) 78.
,, 637 ,, line 7, from bot., *for* W *read* H *and after* 239 *read*, (1814) 374
,, 640 ,, ,, 7 ,, *after* mate J., *read* iii. (1800) 15,
,, 644, second column, ,, 27, from top, *for* capt.-lieut. *read* lt. of arm.
,, 656, first column, ,, 30, from bot., *after* 178 *read*, (1814) 412
,, 660, second column, first line, *for* 226 *read* 426

Vol. I. page 225, line 20, from top, *before* Shortland *read* Thomas George
,, ,, 341 ,, 20, from bot., *for* Villeneuve *read* Villaret
Vol. II. ,, 339 ,, 19 ,, *for* William Bridges *read* Bridges Watkinson
Vol. III. ,, 233 ,, 11, from top, *for* property *read* propriety
,, ,, 281 ,, 19 ,, *for* James *read* John
,, ,, 413 ,, 4 ,, *for* William *read* Charles
,, ,, 161 ,, 6, from bot., *for* Shekel *read* Skekel
Vol. IV. ,, 190 ,, 19 ,, *for* midshipman *read* lieutenant
Vol. V. ,, 183 ,, 7, from top, *for* Sherriff *read* Shirreff
,, ,, 263 ,, 4, from bot., *for* Shekel *read* Skekel
,, ,, 350 ,, 14, from top, *for* Taylor *read* Tayler

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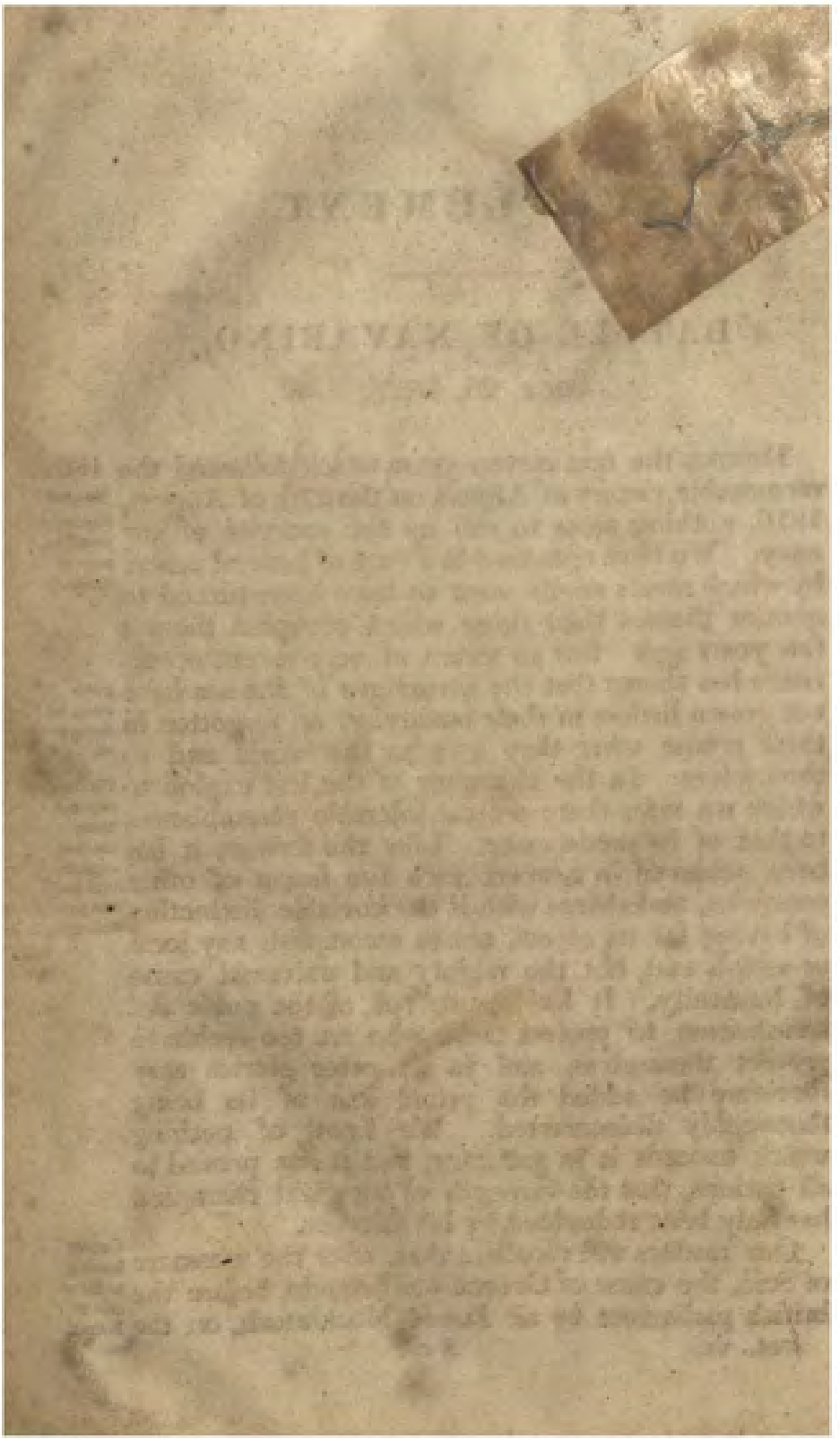

SUPPLEMENT.

BATTLE OF NAVARINO,

OCT. 20, 1827.

1827. Eleven years' repose of the navy

During the first eleven years which followed the memorable victory of Algiers on the 27th of August, 1816, nothing arose to call up the energies of our navy. We have remained in a state of general peace, by which men's minds seem to have been turned to gentler themes than those which occupied them a few years ago. But an event of very recent occurrence has shown that the sovereigns of the sea have not grown listless in their inactivity, or forgotten in their repose what they owe to the world and to themselves. In the character of the last exploit to which we refer there are considerable resemblances to that of its predecessor. Like the former, it has been achieved in concert with the forces of other countries, and shares with it the enviable distinction of having for its object, not to accomplish any local or selfish end, but the mighty and universal cause of humanity. It has grown out of the noble determination to protect those who are too feeble to protect themselves, and to its other glories may therefore be added the proud one of its being thoroughly disinterested. We know of nothing which exceeds it in gallantry, and it has proved to all nations, that the strength of our giant champion has only been redoubled by his slumber.

gloriously uninterrupted.

Similarity between the last exploit and the one preceding it.

Our readers will recollect that, after the massacre of Scio, the cause of Greece was brought before the british parliament by sir James Mackintosh, on the

Causes leading to the affair at Navarino.

1827. 15th of July, 1822. It was then thought inexpedient to recognise it nationally, though individual aid was given in many instances, not only by England, but other countries. These individual efforts, however, only made the Turks more bitter and remorseless in their persecution. In 1825, Ibrahim Pacha declared he would, after desolating the Morea, carry off the population to slavery in Egypt, and fill up their place with Arabs. Here the british government felt it a duty to interpose. They sent word to Ibrahim, that the king of England would not allow women and children to be thus carried into captivity, and that he would resist to the uttermost an outrage equally opposed to humanity and to the usages of all the european nations. At the same time, orders were given to our admiral to intercept any ship conveying slaves. On the 24th of July, in the same year, the greek provisionary government applied to England to endeavour to arrange that the Greeks should govern themselves by paying a yearly tribute to the Porte. The british ambassador at Constantinople was at once instructed to offer to the Porte the mediation of England. It was however not accepted; and on the 4th of April, 1826, a protocol was signed at St. Petersburgh, between England and Russia, in which the two powers officially agree to unite for the purpose of bringing about the arrangement requested by the Greeks. While every attempt was making to carry its object into effect, the state of affairs became more and more gloomy in Greece. All was massacre and desolation. In the general confusion, piracies became frequent, and the commerce of Europe was impeded. Dreadful scenes of bloodshed passed at Athens; and in May, 1827, the greek army were cut to pieces under the Acropolis, which was forced to capitulate to the Turks. On the 10th of June following, the Porte issued a manifesto, declaring, that it would neither accept a mediation nor change its policy towards Greece. On the succeeding 6th of July, a treaty was entered

Ibrahim Pacha threatens to carry the Greeks into Egypt as slaves.

English government send a message to him.

English squadron ordered to intercept ships with slaves.

Protocol between Russia and England to mediate and attempt mediation.

Piracies upon european vessels.

Fall of Athens.

Turkish manifesto declining mediation of foreign powers.

into between England, France, and Russia, to persevere in attempting to bring about the long sought-for arrangement. As an indispensable preliminary to negotiation, it was determined that an armistice should be demanded. It was also determined, that as the war was carried on so brutally, means must be put in action to compel either or both parties to the armistice, should either or both reject it; and, at the same time, to protect european commerce from the injuries for which this state of anarchy offered an opening and a pretext. Squadrons were in consequence forthwith determined to be assembled by England, Russia, and France, along the coast of the Morea. On the 25th of August, the Greeks formally accepted the armistice. Meanwhile, Ibrahim Pacha continued his career more cruelly than ever. News reached admiral Codrington, who commanded the british squadron, that an egyptian fleet was on its way to Hydra, with several thousand troops on board, to aid the hostilities to which he and his colleagues were commissioned to put a stop. He cruised between Hydra and Thermia for the purpose of intercepting this fleet. He discovered, that, instead of going to Hydra, it had on the 3rd of September entered the bay of Navarino. Over this port sir Edward Codrington and the french rear-admiral de Rigny kept a sharp watch, in order to prevent succours from being sent to other points, especially to Patras, where there was a strong greek force, against which he ascertained that Ibrahim Pacha wished to send a power sufficient to proceed with his plans of death and desolation. On the 19th of September, Ibrahim found that sir Edward Codrington was the only one of the european admirals remaining before Navarino. He thought this a fitting opportunity to despatch the relief to Patras; and was aware that the attempt would, even though it should fail, enable him to ascertain how the english admiral would act towards him. He accordingly sent out a division of his fleet; the british ships discovered them; they

1827.

Treaty between England, France, and Russia, to procure the attempt to mediate, and to force the contending powers to an armistice.

Ibrahim Pacha exercising greater cruelties than ever.

Egyptian fleet gets into Navarino. English and french squadrons blockade it there.

Ibrahim attempts to send a force to Patras.

Attempt discovered, and ships turned back.

1827. were turned back, and re-entered Navarino. Admiral Codrington sent a letter to Ibrahim, in which he mentioned that the treaty required he should prevent all conveyance of troops, arms, and ammunition to any part of the greek continent and the islands; that with the force of the allies it would be in vain for the Turks to attempt to contend; that the sole object was to prevent the effusion of blood; but that if, in their attempts to do so, a single shot should be fired at the allied flag, it would lead to the ruin of that of the Ottoman. Ibrahim agreed to keep his fleet in port till he should receive orders to sail; but added, that if he did receive such orders, he would execute them, whatever might be the danger. Admiral de Rigny having afterwards joined admiral Codrington, sent a duplicate of the foregoing letter, signed by himself, to Ibrahim, in order to convince him that there was no want of concert in the determination and arrangements of the allies. On the 23rd the two admirals asked an interview with Ibrahim, which he immediately agreed to. On the 25th, the meeting took place at the tent of Ibrahim. In the course of the conference Ibrahim observed that his ships might be destroyed, but never would be taken. The conversation was animated on both sides; the admirals repeated their determination on the subject of any attempt Ibrahim might make to thwart the objects they were instructed to see carried into effect; and they informed him that the Greeks had already accepted the armistice, which rendered all hostile measures against them wanton and uncalled for. Ibrahim replied that he was not in any manner qualified to listen to the communications made to him, or to take a part of his own authority; that, however, the orders of the Porte not having provided for the extraordinary case which now presented itself, he should send couriers to Constantinople and Egypt, and that, till their return, he gave his word hostilities should cease, and his fleet should not quit Navarino. The conference closed with a verbal agreement on the part

Letter of Ibrahim from english admiral.

Ibrahim agrees to wait for orders.

French admiral writes to Ibrahim to the same effect with the english admiral.

Both admirals ask an interview with Ibrahim.

Interview takes place.

Ibrahim agrees to an armistice for twenty days.

of Ibrahim to an armistice for twenty days, which of course extended to the 15th of October. 1827.

"Upon the faith," to use the expression of admiral Codrington upon the subject, "of the boasted ottoman word of honour," nearly all the ships were at once withdrawn from before Navarino. Part of the english squadron was sent to Malta to refit;—the english admiral repaired to Zante for provisions, and the french, for the same purpose, to Milo. These points were chosen, because, from the one, any attempt upon Patras could be intercepted,—and from the other, any expedition to Hydra. The Dartmouth and Armide alone remained to watch the port. But scarcely had the Asia and her companions anchored at Zante, when the Dartmouth hove in sight, with the signal flying, that the Turks had put to sea. The Armide sought the french admiral with the same information, and came up with him before he reached Milo. Admiral Codrington caught the fleet. Though they had seven large frigates, nine corvettes, two brigs, and nineteen transports, and he only a ship of the line, one frigate, and two corvettes, yet on his firm requisition they turned back. A second division of six egyptian frigates and eight brigs met them as they were returning. The same summons was followed by the same result, and all were escorted safely into Navarino, where they continued to be watched as before. This occurred on the 4th of October.

The english admiral goes to Zante, the french to Milo, and vessels are dispersed to refit.

Dartmouth and Armide remain to watch the port.

The turkish and egyptian fleet attempt a second time to escape.

Orders were now sent for a general muster of the forces. Those which had been despatched to Malta to refit were, in six days, by extraordinary exertions, completely set to rights. The russian squadron joined, and by the 10th, the combined fleets were united before Navarino. Various attempts were immediately made to communicate with Ibrahim, but none of them succeeded. Captain Fellowes of the Dartmouth was sent to him with a letter, which was returned unopened, with the assertion that he was not there. While all this was going on, admiral de Rigny

Orders sent for a general muster of the combined fleet.

Letters to Ibrahim sent back unopened.

1827. had been more fortunate in a private negotiation of another nature, though tending to the common object. Having ascertained that there were several french officers in the fleet of Ibrahim, he assured them that the mode of warfare recently adopted by the Turks, and the violation of his word by Ibrahim, authorized him to call on them to quit that service. Some of them retired; others, we must infer from the instructions of admiral Codrington, to which we shall come presently, remained. In the meanwhile it was ascertained that Ibrahim, checked and circumvented by sea, was sending his bloodhounds to seek their destination over land. They were ordered to put to the sword all they found with arms in their hands. Every spot of ground, even the most fertile, was desolated and laid bare: the dwellings, barns, and implements of agriculture were destroyed; famine prevailed, and the distress of the women and the children no pen can picture. The barbarians committed the greatest enormities, burning and murdering wherever they moved. A communication from captain Hamilton, (who had been sent to Kitries, the residence of the beyof Maina,) to admiral Codrington, states, that he had anchored off the pass of Ancyro, in company with the russian ship Constantine, the captain of which had placed himself under his orders; that, on entering the gulf, they observed, by clouds of fire and smoke, that the work of devastation was still going on; that a joint letter of remonstrance from himself and the russian captain was despatched to the turkish commander; that the russian and english officers, the bearers of it, were not allowed to proceed to head quarters, nor had they received any answer. "In the afternoon," captain Hamilton continues, "we, the two captains, went on shore to the greek quarters, and were received with the greatest enthusiasm. The distress of the inhabitants, driven from the plain, is shocking! Women and children dying every moment of absolute starvation, and hardly any having better food than boiled

French officers in Ibrahim's fleet; some induced to leave, others remain.

Ibrahim checked by sea, sends his forces over the land.

Dreadful butcheries and desolation of the Moras by Ibrahim.

grass. I have promised to send a small quantity of bread to the caves in the mountains, where these unfortunate wretches have taken refuge. It is supposed," adds captain Hamilton, "that if Ibrahim remains in Greece, more than a third of its inhabitants will die of absolute starvation!" 1827.

Necessity of immediate interference.

There could be no hesitation upon the necessity of endeavouring immediately to change this state of things. A conclusive conference was called on the 18th of October; and the english vice-admiral, sir Edward Codrington*, Louis count de Heiden†, the russian rear-admiral, and the french rear-admiral, H. de Rigny, came to the determination, which they set forth in a protocol, of which the following is an abstract:—

Concurrence of the allied admirals.

Different plans proposed.

It begins by reciting their instructions to bring about an armistice *de facto*; it mentions that an armistice was agreed to by Ibrahim in the conference of September 25, but violated the very next day; that, in open mockery of a second requisition of admiral Codrington, addressed to Ibrahim when they

* Sir E. Codrington entered the navy in 1783, and served under earl Howe in the Channel. In 1793, he was made lieutenant; served on board the Queen Charlotte in the battle with M. Villaret Joyeuse, June 1, 1794; and was intrusted with the duplicate despatches. He was shortly after made commander. In 1795, he was raised to the rank of post captain, and was in the action off L'Orient with lord Bridport. In 1806, he commanded the Orion, and bore a share in the glorious battle of Trafalgar; for which he was honoured with a gold medal. In 1809, he commanded the Blake in the expedition to the Scheldt, and was mentioned in the despatches in terms of the highest praise. In 1810, he was employed in the defence of Cadiz; and subsequently commanded a squadron off Catalonia. In 1813, he received a colonelcy in the royal marines; was advanced to the rank of rear-admiral in 1814; and served as captain of the fleet on the american station, under sir A. Cochrane.

† Count de Heiden, the russian admiral, is a native of Holland, but he has been in the service of Russia a great many years. Previous to the death of the emperor Alexander, he was in disgrace, having been unjustly accused of lending himself to the landing of contraband goods on the coast of Finland. He is an officer of considerable merit and of excellent private character.

1827. mist near Patras, his troops were still permitted to carry on a species of warfare even more destructive and exterminating than before, putting women and children to the sword, burning every habitation, and tearing up every tree by the root, in order to complete the devastation of the country, when, with one word, he and his commanders might have put a stop to unheard-of atrocities; and it concludes, that, under such an emergency, it only remains to choose at once between the different modes of accomplishing the intentions of their respective courts. Of these modes one was, the continuing the blockade through the winter; another, the uniting in Navarin itself, and securing, by their permanent presence, the inaction of the ottoman fleet. But the first of these would be difficult and expensive, and very likely useless, as the squadrons might be dispersed by a storm, and Ibrahim would thus be left free to convey his destroying army to different points of the Morea and the islands: the second, too, would lead to no result, as the Porte persisted in not changing its system. On these considerations, they agreed to reject both, and choose a third; which was, to take a position with the squadrons in Navarino, in order to renew to Ibrahim propositions which entered into the spirit of the treaty, and were evidently to the advantage of the Porte itself. This mode they adopted unanimously, under the impression that it might, without bloodshed, and simply by the imposing presence of the squadrons, produce the determination they desired.

Determination for the first to enter the port and attempt to negotiate.

At the same time, it appears that proper steps were immediately taken to be in readiness for action, if such a measure should be forced upon the fleet; and admiral Codrington was chosen by his brother admirals to be their leader. It is the rule of all countries that ships of war should never approach each other without being prepared for battle. Upon british ships this is especially enjoined by an order of council; and certainly there was nothing in the present case to entitle it to be considered as an ex-

Precautionary measures in case of attack, and admiral Codrington chosen commander in chief.

ception. Hence every disposition was made by the british leader for sharp work on the morrow. In his official account to the lord high admiral, the duke of Clarence, of the result, he states, in reference to the last alternative: "When I found that the boasted ottoman word of honour was made a sacrifice to wanton, savage devastation, and that a base advantage was taken of our reliance upon Ibrahim's good faith, I own I felt a desire to punish the offenders. But it was my duty to refrain, and refrain I did; and I can assure his royal highness, that I would have avoided this disastrous extremity, if other means had been open to me." 1827.

The dispositions, to which we have alluded, of the british leader for the last alternative, are contained in the following instructions, which, on the evening of the 19th of October, were sent to his french and russian colleagues: "The egyptian vessels in which the french officers are embarked are those in the most south-easterly point of the port. I desire that his excellency rear-admiral de Rigny will place his squadron across them. The vessel coming after them appears to be the vessel of the line bearing the admiral's flag at the mainmast. I propose placing the Asia athwart it, and the Genoa and the Albion astern, and near the Asia. I desire that his excellency count Heiden will have the goodness to cast anchor at the stern of the english vessels. The russian frigates will then be able to occupy the turkish vessels near, and at the stern of the russian vessels of the line. The english frigates will form a line before those of the Turks which may happen to be in the west part of the port, athwart the english vessels of the line; and the french frigates will form themselves in the same manner, in order to occupy the turkish frigates which may be alongside the french line-of-battle ships. If there should be time before hostilities are commenced with the turkish fleet, the vessels are to be moored with a

Instructions of admiral Codrington to the french and russian admirals.

1827. spring* on each cable. Not a single cannon-shot shall be fired by the combined fleet until the signal has been given; but, if they be fired upon by a turkish vessel, the latter may be fired upon, in order that it may be immediately destroyed. The corvettes and brigs are placed under the command of the captain of the Dartmouth, in order to keep the fire-ships in check, and continue them in such a position that they can by no means disturb the combined fleet. In case a general engagement should take place, in the midst of the confusion which is calculated to arise in such a case, every one should remember these words of lord Nelson: 'No captain can be better placed than when his vessel is alongside one of the enemy.'"

Account of the bay of Navarino and the surrounding scenery.

To form a correct idea of the scenes about to occur, our readers must recall the situation and shape of the harbour containing the turco-egyptian fleet. It is one of the finest harbours in Europe. Its basin is about six miles in circumference. The mainland bends round three sides of it, somewhat in the shape of a horse-shoe. A straight island, of two miles long and a quarter of a mile broad, lies across the mouth of it. Imagine a bow tightly drawn, with its string towards the sea, and the drawn bow will give an idea of the way in which the mainland encircles the bay, and the string of the position with

* A *spring* is a hawser or rope passed out from a ship's stern, and attached to a cable proceeding from her bow, when she lies at anchor. It is usually put on for the purpose of bringing the ship's broadside, or battery of cannon, to bear upon some distant object, as another ship, or a fortress in the coast, &c. and to keep her in a required position; or, in other words, to prevent her swinging about, according to the action of the wind or current. Hence, if a ship rides with her head northerly, and it is required to cannonade a fortress to the south or south-east, a hawser is run out from the stern, and, being carried forward without her side, is attached to the cable, at a competent distance ahead of the ship; the hawser is then tightened by the capstan or tackles, and the cable being then slackened, the ship immediately turns her side towards the object intended to be battered.—*See Burney's Falconer, p.* 495.

reference to the ionian sea, of the island, which is called Sphagia or Sphacteria. The only available passage into the bay is one at the southern extremity of the island, about six hundred yards in width. In entering through this passage, there appears at the right hand a bold promontory, on whose acclivity stands a fortress; the small walled town called by the Turks Nabarino or Navarin, and by the Greeks Neo Castron; and last, the encampment of Ibrahim, where his own green tent and the white ones of his followers more recently have been conspicuous; over all of which towers in the distance the lofty conic mountain of Pilaf or Pilau Tepe. On the left hand, at the point of the island opposite the promontory, another fortress looks down upon the entrance. The first of these forts mounts one hundred and twenty-five cannon. It is a little hexagon, defended by five towers at the external angles, without ditches, outworks, or ramparts. Of the strength of the second fort we have no information. There is a third, near the opposite end of the island, commanding the bay. All these are in the possession of the Egyptians, who took Sphacteria from the Greeks in 1825, and have ever since retained possession, notwithstanding its being, as one of the ionian islands, subject to England. On the side of the mainland, nearly facing Navarino, is a fourth fortification, but feeble and ruinous. This last is on the rising of the hill where Pylus, Nestor's royal city, stood; the more excellent of three cities of the same name ruled by him, whence the phrase *Pylus ante Pylum*, which grew into a proverb to shame undue pretensions. It was from this spot his subjects, "in ninety vessels, followed him to Troy;" and this, too, was the first port visited by Telemachus, when, after the trojan war, he voyaged in pursuit of his father, and was so hospitably received by old Nestor, whom he found presiding over a solemn sacrifice on the shore. In short, the mainland, the basin, and the island, are all rich in historical recollections both ancient and modern; and the last will 1827.

1827. never be deemed the least distinguished. The wild and fantastic forms into which Sphacteria shoots up, and the rugged peaks which here and there overlook the shores around, give a picturesque grandeur to the scenery, which seems peculiarly to fit it for the deeds of daring and disaster of which it has so often been the witness. Upon one of the most remarkable of these we are now entering.

Fleet ordered to prepare for action.

At about half past one, p. m., on the 20th of October, signal was made to the combined fleet to prepare for action. The following ships, of which it consisted, immediately got under weigh:

Enumeration of the respective forces of the combined fleet.

English:	Asia,	80 guns,	{Vice-admiral sir Edward Codrington, {Capt. E. Curzon.
	Genoa,	74,	Commodore W. Bathurst.
	Albion,	74,	Capt. J. A. Ommaney.
	Cambrian,	48,	C. W. Hamilton.
	Glasgow,	50,	Hon. J. A. Maude.
	Talbot,	28,	Hon. Frederick Spencer.
	Dartmouth,	46,	Thos. Fellowes.
	Rose,	18,	Com. Lewis Davies.
	Philomel,	10,	Rt. hon. viscount Ingestrie.
	Brisk,	10,	Hon. W. Anson.
	Mosquito,	10,	George B. Martin.
	Hind, (cutter)	8,	Lieut. J. Robb.
French:	Syrene,	60 guns,	Rear-admiral chevalier de Rigny.
	Trident,	80,	
	Scipion,	78,	
	Breslau,	80,	
	Armide,	46,	
	Halcyon,	16,	
	Daphne,	14,	
Russian:	Azof,	80 guns,	Rear-admiral count de Heiden.
	Gangout,	76,	
	Ezekiel,	76,	
	Alex. Newski,	76,	
	Prowoney,	46,	
	Constantine,	48,	
	Helena,	46,	
	Castor,	46,	

The line, how formed.

The line was formed in the order of sailing in two columns, the british and french forming the weather or starboard line, and the russian the lee line; and the fleet began to manœuvre to gain the port. At

about two, the Asia, leading, appeared at the mouth of the harbour. 1827.

Some two or three accounts mention that on reaching this spot, a turkish boat came off to acquaint the admiral that no ships were allowed to enter, without permission of Ibrahim Pacha. They add, that the reply was, "We do not come to receive orders. If a single shot is fired at us, the whole fleet will be destroyed." One statement mentions, that, upon the return of the boat, a blank gun was fired from the fort, which was regarded as a signal of peace. Ships warned away.

Be this as it may, the Asia and her followers sailed on between the batteries, and within pistol-shot of one of them, unmolested. The turkish ships were moored in the form of a triple crescent, with springs on their cables. The semicircle stretched from near the fort of Navarin along the low shore to the right, then, crossing before the entrance of the harbour, passed under the shore of the island of Sphacteria, terminating at its southern point, and near the fort opposite Navarin. In the distance, at the bottom of the harbour, were numerous transports and small vessels. Five large fire-ships were on opposite sides of the entrance at the two extremities of the crescent. They were of course stationed so as to be at the windward of the combined squadrons, and in readiness to fall upon them, if an engagement should take place. Asia and others pass unmolested. Position of the turkish fleet.

The turkish and egyptian force consisted of

Enumeration of the force of the turco-egyptian fleet.

Ships of the line	3	one of 84 guns, two of 74		850 men each.
Double-banked frigates, magnificent-looking ships, like cut down 74's—Egyptians.	6	two of 64, two of 60, two of 50	from 500 to 600	
Frigates	15	50 to 52	450.	
Corvettes { turkish 18, egyptian 8 }	26	20 to 26	each 200	
Brigs { turkish 4, egyptian 7 }	11	10	from 120 to 160	
Fire-ships	5			
Transports and smaller vessels, &c.	40			

1827. These altogether were supposed to mount about two thousand guns. The guns were loaded with almost every kind of destructive material, besides shot, known in the art of war. Each of the line-of-battle ships was fitted with four guns on a side, of about ten inch bore, to fire marble shot, which pass through the sides of the ships attacked, and then break and fly about in pieces. These shot are of about 120lbs. weight.

Material for loading turkish cannon.

Of this imposing array, the larger ships presented their broadsides towards the centre; the smaller ones were in succession within them, filling up the intervals. The principal force was assembled towards the right in entering. Here were four large frigates, and two ships of the line: a gaudily gilded stern and crimson banner, with the crescent and the stars, showed one of these ships to be that of the capitan pacha, the turkish admiral; a banner of green, with the same devices, bespoke the other to be that of the admiral of the Egyptians, Moharem Bey. Towards these the Asia bent her course, and planted herself between the two, with a large double-banked frigate and two corvettes astern. The Genoa following within one hundred yards of her leader, anchored ahead of her, beside the double-banker of Tahir Pacha, and the Albion (captain Ommanney) was on her way to anchor ahead of the Asia. Both executed these evolutions in a manner which has commanded the public praise of the admiral in his despatches.

Appearance of the turkish fleet on entering.

Asia between turkish and egyptian admiral. Genoa follows.

But every thing now seemed to encourage the hope that not a cartridge would be used that day. All was still for some minutes. No sign of hostility appeared, although suspicious preparations had been observed on passing along the line. As yet, however, all was quiet. Not a sound was heard, except the dropping of an anchor, or the rustling of a cable, as the ships came in and moored. The Asia and the Genoa were already in their places. The Albion was proceeding to her post. The

No appearance of hostility.

Scipion, moored under the guns of the batteries at the entrance, had laid herself across two large frigates and three fire-ships, at the right. The Dartmouth had also taken her position at the right, near a fire-ship. The Philomel at the left, near another. Some of the smaller vessels were in, and the rest approaching. The Syrene was executing a dexterous manœuvre to avail herself of an opening where she could encounter the greatest danger.

(1827) Signal of those of the various ships.

* At this crisis a fire-ship near the Dartmouth was

Dartmouth says a suspicious movement on board a fire-ship.

* As a matter of curiosity, it is worth while to preserve the enemy's account of the affair. We annex the report of it to the viceroy of Egypt. It of course affirms that the English were the aggressors. It is made by Moharem Bey, commander of the egyptian fleet, who says, "that on admiral Codrington's application to him to enter the port of Navarin with the allied squadrons, he observed, that he could not answer for perfect tranquillity, and still less for the safety of individuals, if they should go on shore, and that he therefore wished they would not enter; but that, however, if they absolutely insisted upon it, no opposition should be made to them. Hereupon, on the following day, first two english ships of the line, and then the whole fleet, entered. One of the english frigates cast anchor near an egyptian fire-ship, and soon after signified to it, that it must remove from its position, and cast anchor to leeward. The captain replied, that he could obey no orders but those of his commander, to whom he would apply by signal for instructions: this was done, and the answer was, that he should remain at his post. When it was found that the fire-ship did not move, some boats were detached from the frigate, and, as it seems, also from the english admiral's ship, to drive the fire-ship by force to another place. This produced a dispute; some musket-shot were fired from the nearest english frigate upon the fire-ship. Moharem Bey, nevertheless, ordered his dragoman to go on board the english admiral's ship, and at the same time gave directions to have every thing ready for battle. The dragoman had not yet reached the english admiral's ship, when probably, as a sign of disapprobation of what had happened, a cannon-ball was directed towards the english frigate, which had first fired. But, as the egyptian commander was in the first line, the shot grazed him, and at the same time the dragoman, who had arrived alongside the english admiral's ship, was kept off, as is said, by musket-shot. The Turks considered this as a signal of hostilities, and, on a new signal from the egyptian commander, they commenced a fire on the allies. Of the egyptian fleet, only one vessel remained to bring the melancholy news to the viceroy. It was necessary to send messengers by land to carry it to Constantinople."

1827. seem to be busy in preparations, which led captain Fellowes to imagine she was intending to act. He sent out a pinnace with a flag of truce, to request her and the other fire-ships to quit the anchorage occupied by the allies. The pinnace was commanded by lieutenant G. W. H. Fitzroy. A midshipman of the Dartmouth, by the name of Forbes, (son of lieutenant-colonel Forbes, of the Royal Artillery) accompanied him. When they got alongside, a musket-shot from the fire-ship killed lieutenant Fitzroy. He fell in the arms of Forbes, who instantly cocked his pistol, fired, and shot the aggressor. This so exasperated the turkish crew, that one man, who had witnessed the gallant act, snapped his pistol three times at young Forbes, but without effect. At length he threw the pistol in his face, which cut his lip. The Syrene was at this moment so near the fire-ship, that it might have sunk it, if it could have been done without endangering the English boat. A brisk fire of musquetry was then opened from the Dartmouth to cover her pinnace. The fire-ship continued her attack on the pinnace till most on board of her were killed or wounded. Almost at this same instant, the Syrene, admiral de Rigny, supported by the Trident, had succeeded in her movement, and adroitly planted herself (25 minutes past 2) in an opening which exposed her to three egyptian frigates. She was now yard-arm and yard-arm with the egyptian double-banked frigate, the Esnina. Admiral de Rigny hailed her with his speaking-trumpet, saying, if she did not fire, he would not fire at her. At the same instant, two cannon-shot were fired from one of the vessels which were astern, and killed a man on board the Syrene. The other appeared to be directed at the Dartmouth. The french ship set up a shout of "Vive le roi!" and both shots were forthwith returned with interest. While this was going on at the entrance, admiral Codrington had despatched a boat towards the ship of Moharem Bey.

Sends out a pinnace to warn the fire-ships from their anchorage.

The pinnace fired on by the fire-ships and lieutenant Fitzroy killed.

Dartmouth opens a fire of musquetry to protect the pinnace.

Syrene takes her position.

French admiral hails the egyptian frigate, to say he will not fire if not fired on. Shots fired at the Syrene and returned.

This Egyptian had already said he would not fire at all, and as yet he had not fired, although the capitana bey at the windward of the Asia had, and had received his answer from the Asia's port-holes. Still sir Edward Codrington was desirous of conveying to Moharem his solicitude to avoid bloodshed. He therefore sent his pilot, who was his greek interpreter, with a message to the egyptian admiral. As Mr. Mitchell was coming down the side of the bey's ship into the Asia's boat, to return, a Turk cursed him for a Greek, fired a pistol-shot at him through the main-deck port, and he expired. The treachery was instantly punished by a tremendous fire from the Asia; she was now engaged with the most powerful of the enemy on each side of her. 1827.

Mr. Mitchell the pilot shot.

These occurrences were nearly simultaneous; and with them should be numbered the fire opened by the Philomel upon her fire-ship, the first shot, as some believe, after that of the Dartmouth.

Philomel fires on the fire-ship.

The Albion we left on her way to her station. Before she reached it, the action had begun, which compelled her to anchor sooner than she intended.

Albion becomes engaged.

The action had now become general. Two fire-ships were already in flames. From the united fire of the Dartmouth and the Syrene, one had exploded, and the little Philomel had sunk the other. The forts, which were silent at first, presently opened with all their fury. That of Navarin did great mischief. There were several ships not yet engaged. Not one of the Russians were in the basin; and the black smoke which was seen rising above the two forts, at the two points commanding the mouth of the harbour, proved to the admiral what a destructive power the Mussulmans yet held in their hands. The continued and quickened step of the admiral upon the deck showed he was by no means easy when he thought how immensely superior was the enemy, not only in force, but in position. His timepiece was continually referred to, and it was

Two fire-ships in flames.

The forts open their fire.

1827. plain that he was calculating how long a time must elapse before shot could be sufficiently heated to be poured down with effect. Indeed, there were some hot balls already sent upon the english ships. Their circumference was about that of a common argand lamp. One of them got into the gunner's store-room of the Genoa. "Hollo!" exclaimed the jolly tars at the starboard gun, abreast of the fore cock-pit ladder,—"here's something within hail a d——d deal hotter than sunshine!"

Before we proceed, in order to give our readers an idea of the position of the allied and the turkish fleets at the crisis at which we are now arrived, we must beg them to consult the following diagram*. They must suppose the hour to be three in the afternoon. It will be observed, that all the russian ships, one french, and two english, are yet waiting outside of the port: but the place they will take presently is pointed out by their names within ovals. (*See the Diagram on the page opposite.*)

Position of the fleets at three, p. m.

The exclamation "God be praised!" had scarcely burst from the lips of admiral Codrington, when the thunders of count Heiden's division caused the long-wished for diversion of the galling fire from the turkish batteries. The instant the russian admiral commenced his ball practice at the forts, there was a momentary pause, and a general slackening of fire along the turkish line.

Russians come in and produce a diversion of the fire from the forts.

It will now be impossible to give an idea of the succession of events in the order of time. Most of the ships were anchored, and consequently there could be little manœuvring. A great many of the exploits were passing at the same moment. We must therefore take the stationary ships singly, and

* We have adopted our diagram from a print published from authentic sources, by W. J. Huggins, the very clever marine painter. There is a series of greek marine views by the same artist, which any one who wishes to understand the peculiar and picturesque forms of the vessels and scenery of those seas may consult with profit, and we are sure with pleasure.

1827.

describe what they respectively achieved; and then name such as were in motion, and helping one another. At this present moment, we must imagine 150 ships of war of all rates, firing in a narrow basin, in a quadruple line, with two or three batteries thundering down from the heights; some vessels

General appearance of the bay, and state of the battle at this crisis.

1827. burning, and drifting about in flames more terrible than the artillery, and some shivering into atoms in the air with tremendous explosions; the shot flying like showers of hail in every direction over a harbour, agitated like a caldron of boiling water, and covered with Turks floating on battered timbers.

Particulars of what passed on board the Asia.

We must naturally begin with the commanding admiral's ship, the Asia. We left her supported by the Genoa ahead, and the Syrene astern, with the turkish admiral on one side and the egyptian admiral on the other. At first the Turk only fired, and admiral de Rigny, who saw the effects of the broadside returned by the Asia, said, it was as if all the shipwrights of all the countries in the world were pulling her antagonist to pieces: in one place it made a gap wide enough to plant their mainmast. So effectual was the fire, that the capitana bey was in a short time completely silenced, having 610 men killed out of 800. A similar fate awaited the egyptian admiral. Both vessels being effectually disabled fell to the leeward mere wrecks. From being crowded with men, the slaughter on board of them was appalling. The Albion was at one time ordered to destroy both, but the order was countermanded in consequence of the wretched state in which the few survivors of the crews were found. The state of these ships at that time baffles description; beams in two, decks falling in, and not a space two feet wide any where to be seen free from shot holes. These ships being out of the way, left the Asia exposed to a raking fire of vessels in the second and third line. So admirable, however, was the perfection with which the guns were managed, that each vessel, in turn, against which her broadside was directed, became a complete wreck. One ship, after fighting till she had sunk nearly to the level of the water, blew up and went down with her flag flying. The scene became awfully grand. But the Asia did not get off unhurt. Her mizen-mast was carried away by the board, some of her guns were disabled, and several of her crew killed

Engages the turkish and egyptian admirals. Both disabled.

Dreadful state of these two ships.

Vessels in the second and third line attack the Asia.

Their fate.

Injuries sustained by the Asia.

and wounded. The escape of sir Edward Codrington himself, the admiral, seems almost miraculous. His situation was the most exposed one he could have chosen. He stood the whole time on the poop, a fine example of coolness and bravery, continually shouting to encourage the brave fellows about him, and waving his white hat. His watch was struck out of his fob by a spent ball, and its cases battered. His son, a fine young midshipman, received two flesh wounds in the same leg. Many a gallant fellow was laid low by the side of the admiral, and twice the quarter-deck was cleared, and he stood on it alone. Most of his aides-de-camp being disabled, lieutenant-colonel Craddock, a passenger, volunteered to be the bearer of his orders and messages during the heat of the battle. He was seen, passing amid the hot fire of the contenders, in a small open boat, from one ship to another, and escaped with only a slight wound. The master of the Asia, Mr. William Smith, whilst at the wheel, bringing the Asia's broadsides to bear on both the turkish and egyptian admirals' ships, was singled out by the musquetry of the Egyptian, and shot dead without a groan. He is spoken of in the official despatch with an earnestness seldom applied to any one of the same rank.

1827.

The admiral's exposed situation and narrow escapes.

The admiral's son twice wounded.

Quarter-deck twice cleared.

Col. Craddock volunteers as aid-de-camp.

Mr. William Smith killed.

The ship of rear-admiral de Rigny was, during all this, displaying an activity and a valour in every way worthy of her rival. We left her midway between the entrance of the harbour and the Asia, and engaged with three egyptian frigates. On every side she was enveloped by the fire of the enemy. She fought yard-arm and yard-arm, for more than an hour, within less than pistol-shot, against forces more than treble her own. At one time a fire-ship in flames was on the point of falling on her. It was turned aside by timely succour from the Dartmouth. For this the French admiral has given public thanks in his despatches. Captain Maurice, of the Trident, supported the Syrene by a well directed and well sustained fire on the frigates which had attacked her on

Particulars of what passed on board the Syrene.

Dartmouth aids the Syrene.

1827. the bow and on the quarter. Her fire was served with almost incredible activity; but so desperate was the resistance, that her masts and rigging were literally cut to pieces. She was in this state when the double-banked egyptian frigate, which was on her beam, blew up. So powerful was the shock caused by this explosion, that her shattered masts could not stand it. Her main and mizen masts came by the board, as fragments of the blazing wreck fell around and almost covered her. The admiral was obliged to leave her, and shifted his flag to the Trident.

Dreadfully injured by the explosion of a double-banked egyptian frigate.

We must now return to our english ships. We left the Albion ahead of the Genoa, which was ahead of the Asia, anchoring, and that sooner than she intended, in consequence of the unexpected beginning of the action. It had been evidently the intention of the commander-in-chief, in fixing the stations of the ships, to give the Albion a warm berth; but from the falling off of the wind, occasioned by the firing of the other ships before she could take up her position, she had been obliged to let go her anchor in a spot where she found, probably, even a still warmer berth than had been projected. She was in a cluster of ships, and at 15 minutes before 3 commenced the battle with one seventy-four and two sixty-fours; one of which latter, from the relative peculiar situations of the contenders, could not but prove a source of mischief, not even to be removed by the treble-shotted guns of the Albion. So near was she to the ship in question, that in swinging she fell aboard of her. This happened about half an hour after the fight began. The Turk attempted to board, but was repulsed, and nearly every man on her deck cleared with musquetry. A party of 30 of the Albion's crew, headed by lieutenant Drake, with two midshipmen, volunteered to return the compliment, and board the Turk. It was done. The fierce-looking barbarians, with their three-edged scymetars, were driven from their deck, like chaff before an impetuous wind; numbers cut down, without quarter; and others pur-

Particulars of what passed on board the Albion.

Engages one 74 and two 64's.

Boards a sixty-four.

sued below, or kneeling for mercy, or springing into the sea. While the two ships were entangled, and the boarding party just preparing to release numbers of greek prisoners whom they found chained below, it was discovered that the enemy, finding themselves beaten, had set their ship on fire. In this awful dilemma, with a line-of-battle ship and a 64-gun frigate firing upon her at the same time, the destruction of the Albion was inevitable, if the fire could not be prevented from extending to her. The English instantly returned to their own ship, compelled, in self defence, to leave the poor greek slaves to their fate. A midshipman, with only one man, leaped into a boat and cut the turkish vessel's cables. The blazing frigate immediately drifted clear of the Albion. In about five minutes, the fire reached her powder magazine, and she blew up. This was the first man-of-war destroyed, and the only instance of boarding during the action. When this was gone, it opened a space for the fire of two others. A broadside was soon brought to bear on the line-of-battle ship. She was presently in flames. The other was next disposed of; so that in half an hour the Albion was disembarrassed of both. Then, a large 18-gun brig opened and annoyed her by raking. Six discharges blew the brig up, as she had a great quantity of powder on board. The Albion continued fighting till dusk, when, finding no return of her fire, and night coming on, with every appearance of a breeze, she was obliged to exert herself to get out of the way of the Turks as they blew up. From these floating furnaces she was more than once in danger. Indeed, whenever a Turk was beaten, regardless of the wounded and surviving greek slaves, whom he compelled to serve on board, with heavy chains affixed to their legs, he fired the ship he could no longer defend, in order that it might at once do mischief, and be prevented from falling into the hands of his antagonist. During the action, and long after it ceased, the poor Greeks were swimming to the ships to implore protection. The Albion took

1827.

Crew of the 64 set her on fire, while entangled with the Albion.

Albion's men cut the blazing frigate adrift and save their own ship.

Fresh attack on the Albion.

Dangers from drifting ships in flames.

1827. in fifty; one swam to her, with his arm shot off, and a heavy chain upon his leg. Thus was the Albion alternately engaged in saving and destroying. Some idea of what she must have achieved during the action may be gathered from an estimate of the extraordinary quantity of ammunition which she expended; viz. 5 tons, 18 cwt., 11 lbs., 14 oz. of powder, and 45 tons, 14 cwt., 24 lbs. of shot; making a total of 51 tons, 12 cwt., 1 qr., 7 lbs., 14 oz. of powder and shot fired from the great guns, besides 5000 musket-ball cartridges, and 400 pistol cartridges; which is probably the largest quantity ever used by a single ship in one action. The number of shot she fired (and, from her being in "the thick of it," scarcely one but must have taken effect) was, 2,928 from long guns, and 1005 from carronades, weighing 99,224 lbs. Although her hull was knocked about with the turkish large shot (one of which, weighing upwards of 60 lbs., came on board of her) she escaped with less injury than any of the English line.

Taken to Greeks from the turkish wrecks.

Account of ammunition expended in the Albion.

The Genoa, on the contrary, which was between the Albion and the Asia, suffered more than all the rest. From the beginning of the action to the end, she was closely engaged, and did great execution, while she received great damage. She suffered most in the starboard quarter, from the elevated fire of the turkish ships; their shot generally striking just above the water-ways of the main deck, cutting through the upper and poop decks. To this circumstance the great loss of life among the marines on the poop is attributed; ten men having been killed at that point before she fired a shot. The few left, with their gallant officer, lieutenant Miller, on being at last ordered down, could not, without the greatest difficulty, see their way to the quarter-deck, being literally covered with the brains and blood of their slaughtered comrades. The appearance of the main-mast the day following almost baffles description. It gave terrible indications of

Particulars of what passed on board the Genoa.

Injuries sustained by her.

the carnage which took place in its immediate vi- 1827.
cinity; it was studded with the remnants of the killed. The Genoa was struck by a stone shot, weighing about 102 lbs., which entered her lower deck, five feet above the water, leaving a gap that it puzzled the carpenters of the squadron to patch up. It killed four men, and afterwards split in pieces on the deck. It appeared to have been fired from one of the line-of-battle ships, each of which had two of these guns amidship, which are only fired in cases of forlorn hope. Captain Bathurst was wounded early in the action by a splinter, which knocked off his hat and slightly tore his face. Shortly afterwards, a shot took off the skirts of his coat. The fatal wound was from a grape shot, which entered his side, passed through his body, and lodged in the opposite side of the ship*. He was taken down to

Captain Bathurst wounded. He receives a second wound, and is taken below.

* He lived eleven hours afterwards. About midnight, shortly before his death, he was visited by the admiral, who said, "Well, Watty, if you die, you die gloriously." "I know I shall die, and that soon," replied he; "but, Codrington, I hope you will remember my officers." The admiral having promised to attend to his wish, the dying veteran seemed highly gratified. He at first expressed a desire to be buried in England, but he afterwards said it would be better to bury him in Malta. The admiral conceiving the wish first expressed to be nearest the veteran's heart, resolved upon complying with it. His body was conveyed in the ship he had commanded to Plymouth, and there consigned to the tomb, with military honours, on Thursday, Dec. 27, 1827. An immense concourse of spectators filled the streets through which the funeral was to pass, and every mark of respect was shown to his memory by the vast assemblage. An incident, somewhat extraordinary, occurred on the occasion. Just as the procession was about to leave the barrack, captain H. Snow, of the 94th regiment, a fine young man of thirty, and much beloved, dropt down dead at the gate. Captain Bathurst was a nephew of the bishop of Bury. He was a most respectable, zealous, and gallant officer. He was promoted to the rank of post-captain on the 24th of October, 1799; he was actively employed during the whole of the war. For the three years preceding his death, he commanded the Genoa, having, though in bad health, declined to leave her on her being ordered to the Mediterranean.

The duke of Clarence, on learning the death of captain Bathurst, addressed a letter of condolence to his widow, and stated that a communication of the unfortunate event had been made to his majesty, who, his royal highness added, no doubt would do every thing in his power to mitigate her loss.

1827. the cockpit, his bowels protruding. He knew the case was hopeless. He behaved with the most heroic firmness; and, while on the amputation table, requested that the Genoa would keep up the engagement to the last. When he was laid in bed, after his wounds had been dressed, he found his leg in an uneasy position; he, therefore, called to the surgeon, and requested him to move the limb, saying, in a tone of apology, "I'm a little fidgetty just now, but I hope you 'll excuse it." On captain Moore being taken down wounded, captain Bathurst, recognising his voice, exclaimed, "Ah, Moore, is that you?" "Yes," said captain Moore; "I'm wounded. "Ah," replied captain Bathurst, "*fortune de guerre!*" And the *fortune de guerre* certainly did not fall gently upon those on board the veteran's ship. Scarcely had the action been commenced ten minutes, when several poor fellows were carried below; and so sudden was the call for assistance, and so pressing were the cries and supplications of the wounded, that it was at first difficult for the surgeons to judge which to relieve. Indeed, the scene in the cockpit was now dreadful. The cries of the wounded and the dying mingled fearfully with the thundering roar of the enemy's cannon and our own overhead. One poor fellow, a young tar, named James Crawford, was struck in the face by a grape-shot, which laid open the whole of the left side of his face, carrying away the cheek-bone, eye, and part of his nose. When first taken down to the cockpit, his cheek was hanging by a slender thread to the lower jaw. The case was first considered hopeless, but, strange to say, he was ultimately cured *. There are several instances mentioned of the most heroic fortitude on the part of the sufferers by the havoc.

Requests that the Genoa will keep up to the last.

Observation to the surgeon.

Captain Moore wounded, and taken below.

Account of various persons wounded.

Dreadful wound of James Crawford.

* During a visit of the lord high admiral to the wounded in the hospital at Plymouth, a couple of months after this event, Crawford was pointed out to his royal highness. He took the poor fellow by the hand, and having commended his bravery, wrote his name in a memorandum-book, and promised to take care of him for the remainder of his life.

A marine, one of whose arms was shot off in the heat of the action, coolly took it up, and laying it on the shelf-piece over him, exclaimed, "There's an example for you all!" Another marine, by the name of Hill, who was quartered on the poop, had both his arms shot off at nearly the same moment: he instantly turned to captain Dickenson, the commander, and said with the utmost coolness, "I hope you'll allow, sir, that I have done my duty*." It is rather curious that not one in the Genoa lost a leg; another consequence of the elevated direction of the turkish fire. There were several women on board, who rendered very great assistance to the surgeons. During the action, two Greeks, who were chained to a gun in one of the vessels which blew up, escaped, and swam to the Genoa, and were taken on board. They instantly set to work at the guns, and behaved bravely. Of the immense damage the ship sustained, an ample account will be found farther on, where we intend to sum up the injuries suffered on both sides. A story is current among the crew, of an Irish cook's mate, by the name of Phelan, who, having observed that scarcely a spot in the vessel had escaped injury, on examining his kitchen, was seen dancing about it with the most extravagant and ludicrous rapture; on being questioned, he shouted out, "Och, by the powers, I'm so glad the villains haven't *spoilt* the coppers!—the devil a shot has touched 'em!" The manner in which the ship answered the inflictions of her antagonists may be inferred from her having employed, during the four hours, one thousand four hundred and twenty-eight

1827.

Anecdote of a marine.

Anecdote of Hill, a marine.

Several women on board.

Greeks taken on board.

Ammunition expended on board the Genoa.

* This brave fellow was about twenty-one years of age. After the fatigues of the action, one of the officers laid down to rest himself on a chest on which the poor mutilated Hill was sitting. Presently he was aroused by hearing some one near him, singing, and recognising his voice, he exclaimed with surprise, "What, Hill! is that you singing?" "Yes, sir," answered Hill; "I'm trying what I can do at ballad-singing, now I've lost my arms." Poor Hill, after his return to England, died in the naval hospital at Stonehouse, on the 24th of Dec. 1827, in consequence of his wounds.

1827. round shot of different sizes, and upwards of three hundred grape and canister. The powder filled and used was one thousand six hundred and seventy-seven pounds, independent of the cartridges kept constantly filled—say about thirty rounds.

Particulars of what passed on board the Scipion.

The French 78, the Scipion, captain Milius, shared the greatest dangers, and entitled herself to the highest honours of the day. We have already mentioned her as, before the action began, planted at the right hand of the entrance, and exposed to two large frigates, the fire-ships, and the citadel of Navarino. The engagement no sooner commenced than she was made to feel her position. The citadel poured into her a deluge of four-and-twenty and eight-and-forty pound shot. On each side of her, she had to answer the broadside of a frigate: while, at the same moment encountering these three powerful assailants, a peril even greater than all three is added. A fire-ship, manœuvred with admirable skill and intrepidity, bears down upon her. The fire-ship, already blazing, almost before the Scipion has time to be aware of [illegible] entangled with her bowsprit; every effort to disengage her is fruitless. The jibs, the forestay-sails, the bowsprit, the cordage of the foremast are all in flames; a fresh breeze from the south is driving the conflagration abaft; the fire is already communicated through the hawse and port-holes, to the 36th [illegible]. Several of the men spring forward to extinguish the fire, and some cannoneers are burned at their guns, and others dreadfully lacerated, by the explosion of cartridges in their hands as they are loading; for, in the midst of their danger, they never ceased to fire upon the turkish ships, and the citadel which was attempting to sink them. Three times the fire caught several parts of the vessel, and still the gunners kept their posts, and served the guns unmoved. At this crisis the captain ordered the iron cable to be slipped. At the risk of being blown up with the fire-ship, he commanded the foresail and fore-topsail to be set: the fire was already gaining on the fore

Attacked by frigates on both sides and the citadel, at once.

Imminent danger from a fire-ship.

magazine. The master gunner, aware of the danger, came on deck to ask if he should flood the powder. "No," exclaimed the captain, and shouted, "Vive le roi!" which was repeated with the wildest enthusiasm by the whole crew. During this danger, the guns continued to be served with as much precision and effect as at any part of the engagement. At length the extrication was accomplished, and the fire-ship sunk; and, by the movement, the Scipion gained a position in which her guns could bear upon a number of the enemy's vessels with effect: at the same time, it is said, she saved from drowning the brave and dexterous crew, from whom she had so narrowly escaped. About five in the evening, she again brought her broadside to bear upon the batteries of the fortress, which, in about five-and-thirty minutes, she silenced. 1827. Disengages herself, and sinks the fire-ship. Silences the battery.

We have already glanced at the valour shown by some of the smaller vessels, which were surpassed by none upon the present occasion. We have alluded to the sinking of a fire-ship early in the action by the Philomel. She afterwards sent down a 12-gun brig. She was then opposed to a turkish frigate, and would inevitably have been destroyed herself, but for a russian frigate, which ran in and saved her. The admiral in his despatches has spoken of lord Ingestrie as having borne a brilliant share in the action. But there is another and a smaller vessel which may also be mentioned with great praise. We mean the Hind, tender to the Asia. The Hind is a cutter of 160 tons, mounting 8 six-pounder carronades, and manned with a crew of thirty men. She had, about two months preceding the action, been intrusted to the command of lieutenant J. Robb*. The Hind had been sent with despatches to Zante, and only arrived off Navarin as the allied squadrons Exploits of the smaller vessels. Lord Ingestrie. The Hind.

* Lieutenant Robb entered the naval service in July, 1812; and served with great credit to himself under various officers in different parts of the world, and distinguished himself in the battle of Algiers. He was promoted to the rank of lieutenant on the 16th of March, 1827.

1827. were entering that port. Lieutenant Robb immediately cleared his little vessel for action, got springs on the cables, and followed into the harbour just in time to find the action begun. With the greatest coolness and gallantry he anchored the cutter, with her broadside bearing on the stern of a turkish 62-gun frigate, within forty yards of her, and commenced a steady fire. The intrepid behaviour of the commander imparted to the crew feelings of the greatest coolness and confidence, so that not a shot was thrown away, for no confusion existed; and the havoc made by this raking fire, of four well-supplied and well-directed double-shotted guns, must have been dreadful. Exposed to the fire of a corvette on one bow, a brig on the other, and a frigate at some distance on the quarter, the Hind could not escape without injury. In little more than three quarters of an hour from the commencement, her cable was shot away, when it became necessary to have recourse to the other anchor, which, however, was found to be [illegible] by a shot into two pieces. That part still attached to the cable was let go, with a spring fast to it, in the hopes of being enabled therewith to maintain the cutter's position. This, however, was found to be insufficient to spring her broadside across the stern of the frigate; and, after a time, she drifted between the corvette and brig, maintaining that situation for more than half an hour, and keeping up a heavy fire from both sides, when the turkish brig blew up. The action was then continued with the corvette for fifteen minutes, when the cutter's last cable was also shot away. As he could no longer maintain his position, nor get a gun to bear effectually on the enemy, and finding his vessel suffering much from the fire which he could not return, this brave young officer sent his crew below, only remaining on deck himself, to observe and seize upon the first favourable opportunity which should present itself, of again being an annoyance to his antagonist. After drifting about in the hottest part of the action for a considerable time, the

Intrepidity of lieutenant Robb. Attacks a 62-gun frigate.

Exposed to a corvette, a brig, and a frigate at once.

Her cable shot away, and anchor [illegible].

Hind at length ran her boom into one of the main-deck ports of a large turkish frigate; the men were instantly called up, and so expert had they become in the use of their small arms, that notwithstanding the immense disparity of numbers, they effectually succeeded in repulsing, with great loss, the repeated attempts of the enemy to board. When the first alarm of one of these attempts was given, the assistant surgeon threw down his instruments, ran upon deck, seized a pike, and helped most manfully in its defeat. This being done, he went below, and quietly resumed his surgical operation *. The Turks finding every exertion thus far to become masters of the cutter fail, crowded into a large boat astern, to the number of sixty, with the intention of boarding by that means, in which there appeared to be every probability of success, dividing the attention, as it must have done, of the handful of heroes who were so bravely defending their little vessel. Lieutenant Robb, not losing for a moment his self-command in this awful and critical juncture, loaded some of his guns with grape, canister, and round shot, to the muzzles, fired two of them which he thought would bear, and the boat was seen no more! At this instant the cutter drifted clear of the frigate; and not long afterwards the action terminated. In so desperate an affray, it may be supposed the Hind suffered very considerably. Out of her crew of thirty, the mate, two seamen, and one marine were killed; a midshipman and nine seamen wounded †, several severely; three guns were split and dismounted; twenty-three round shot had passed through the hull; and all the spars, sails, and rigging were cut to pieces ‡.

1827.

Runs aboard a turkish frigate.

Attempts of the Turks to board.

Valour of a surgeon.

Damages and losses of the Hind.

* He has since been removed to a large ship, in consequence of his bravery.

† The Hind being manned from the Asia, the number killed and wounded were included in that ship's returns.

‡ The principal part of this account is from a well-written article in the Naval and Military Magazine, No. 5. We have added one or two particulars, and slightly varied others; but we are assured

1827.

Other small vessels, french and english, equally active.

The smaller french vessels, the Alcyone and the Daphne, were no less on the alert than the rest. Both schooners participated in the attacks made on the fire-ships by the detachment which had been charged to keep these moving volcanoes in check. What the Brisk was exposed to may be imagined from the following occurrence. As her purser was assisting the surgeon in dressing an amputation in the captain's cabin, a shot struck off his head and shattered it to pieces. Some of the splinters wounded the surgeon in the head, and others entered the wound he was in the act of dressing. The Rose, of 18 guns, achieved an exploit of peculiar splendour.

Captain Davies of the Rose.

Captain Davies, seeing the french frigate Armide exposed to the fire of no less than five of the enemy's ships at once, by an excellent manœuvre cast anchor within pistol-shot of two turkish corvettes, which were of the party, engaged and silenced them, and rescued the Armide from her desperate position.

Saves the Armide.

This is made a subject of express panegyric in the despatches of rear-admiral de Rigny. In aiding the Armide, also, a young officer of the Rose gained especial distinction. Seeing a turkish fire-ship entangled with her, captain Davies sent his boats to [illegible] under the command of lieutenant Maine Lyons. The fire-ship had already set the head sails of the french frigate on fire. Lieutenant Lyons towed the fire-ship clear of the Armide, under a dreadful [illegible] of grape-shot. He then laid her alongside of a turkish frigate, where she blew up. Lieutenant Lyons died of his wounds two days afterwards.

and lieutenant Lyons severely wounded, but the Armide saved.

How well the Armide deserved this attention, may be gathered from a letter of admiral Codrington to

that the part adopted from the magazine may be relied on. In mentioning this quotation, we must state, once for all, that it is quite impossible for us to acknowledge every authority to which we are indebted. All we can say is, that we have endeavoured to use none but such as are authentic. In some of our paragraphs, we have combined information from so many quarters, that the enumeration of each would take up three times the room of the facts which they have furnished.

the french admiral :—"Although it was my wish to avoid entering into any particular details, the general expression of the captains of the british ships who were near the Armide calls upon me to say, that the conduct of the capitaine Hugon entitles him to the marked consideration of your excellency." One instance in support of this testimonial will be sufficient. At the commencement of the action, this gallant vessel was on the side of the bay with our 28-gun frigate the Talbot, that is, on the left of the crescent, not far from the entrance. The commander of the Talbot, captain Spencer, relying for support on the ships astern, had run her into a position where she had to withstand the fire of three heavy frigates and a corvette for twenty minutes. Her destruction seemed inevitable. Just at this crisis, the Armide came up. Captain Hugon nobly placed his ship between the Talbot and her overwhelming adversaries. One of the frigates he soon captured. When he pulled down the turkish flag, such was the generosity and delicacy of the gallant Frenchman, that he did not hoist the french flag alone, but the french and british flags united; thereby intimating that he had only terminated the contest which our brave countrymen had begun. The second frigate, in the meanwhile, struck to the Talbot, and was found shattered to pieces, with 163 dead bodies on board.

1827.

Gallantry of captain Hugon of the Armide.

Armide saves the Talbot.

Noble conduct of captain Hugon about the english flag.

The Russians presently arrived, and the third frigate was engaged by the Alexander Newski. After half an hour's fighting, the Russian reduced her to a wreck, and she took fire, and blew up.

A russian ship boards the Talbot.

It is with peculiar pleasure we record these noble instances of emulation and entire unanimity between nations who have been till within a few years in perpetual, and it was feared, implacable hostility. We might swell the number of examples of what a french writer upon the battle has termed "a kind confraternity in arms, never to be forgotten." But we must be satisfied with recapitulating only one or

Admirable union of the allies.

1827. two more; and in so doing we ought not to omit noticing the gallant conduct of the Dartmouth. Captain Fellowes, from his station at the right of the crescent, near the entrance, from the beginning of the contest to the end, continued watching the fire-ships, and sending his brave detachment in every direction, wherever the dangers could be averted in which their leader and themselves so unshrinkingly shared. Again and again, the large ships, both of our squadron and of our allies, were snatched from destruction by the prompt exertions of the vessels charged with this perilous and difficult duty. Some of their most brilliant exploits in fulfilling it, as we have already shown, were exercised in succouring our allies, who were ever equally on the alert with offices of mutual kindness. In these none were more zealous than the Russians. We have already spoken of the Alexander Newski assisting to relieve the Talbot of her adversaries, and of a russian frigate which saved the Philomel. We are happy to add, that the Russians in their turn were not unremembered. Captain de la Bretonniere, of the French 80-gun ship, the Breslau (who fought [illegible] under sail and then at anchor, shifting, like the Asia, to wherever his presence might be most [illegible]), saw the Azoff suffering from the cross fire of two turkish frigates. He hastened to her aid, and was received the public acknowledgments of the *Russian admiral for the* important service. In rendering it, captain de la Bretonniere was wounded in both legs by a splinter.

Captain Fellowes of the Dartmouth distinguished for his services in turning off the fire-ships.

The Philomel saved by a Russian.

The captain of the Breslau wounded.

We have already mentioned that the Talbot and the Armide were on the left, the station marked out for the Russians. The Cambrian and the Glasgow, though the last in, did not arrive too late to distinguish themselves. Their position was near the entrance, but on the same side with the Talbot and Armide. They effectually destroyed their opponents, and assisted to silence the batteries.

The Cambrian and Glasgow enter.

The Russians, from whom we have heard no par-

ticulars, though not so early as the rest, were powerfully instrumental in the fortunes of the day. Their co-operation came in just as it was most wanted. To them must in a great degree be ascribed the silencing of the forts of Sphacteria. On entering they suffered more severely than any of the others. They were under the whole weight of the batteries, and continued so throughout the time; and dreadfully were they lacerated by the large shot which poured down upon them from the shore.

1827.

The Russian exposed from the first to the batteries.

The scene of carnage and desolation of which we have given these particulars, continued with unabated fury for four hours. As each ship of the opponent became effectually disabled, such of her crew as could escape from her endeavoured to set her on fire, and scarcely a quarter of an hour but a ship was blown into the air, or seen careering wildly about the bay, pouring forth volumes of flames, like a floating Vesuvius. It is wonderful how so many of the combined fleet should have avoided the effects of the incessant and terrible explosions. We have already mentioned, that Ibrahim had declared "his ships might be destroyed, but would never be captured." The events of this engagement have explained his meaning. There is reason to believe that all his fleet had been prepared with combustible trains, or fitted as fire-ships. So determined seemed he in his purpose to blow them up with all their remaining crews, rather than make an honourable surrender to a victorious adversary; and so direful were the means employed, that several of the large ships which blew up were not only torn into fragments, but the concussion upset the smaller vessels near them, and threw their crews into a scarcely less horrible abyss, and certain death. Turks floating upon fragments of the broken vessels were seen on every side from the beginning to the end of the affray.

General appearance of the bay, and observations on the scene of carnage.

It may be imagined that the scenes produced by these tremendous explosions, though terrible, were magnificent; and it will be evident that the struggle

1827. could not have been maintained with such unyielding fury for so long a time, without desperate bravery on the part of the enemy. It was not till between five and six in the afternoon that he began to yield. Such had been the carnage on board his ships, that their crews for some time had only been rallied by force, and at length could not be rallied at all. At dusk, on all sides, he was completely beaten. With the exception of two line-of-battle ships, one frigate, and a few small vessels, all his fleet were either on shore, or sunk, burned, or burning. The firing then ceased. Night threw her sable mantle over the bloody scene, and served as a pall to hundreds of dead or dying victims. The wind had totally sunk, and left a perfect calm, and not a sound was heard save that of a few random shots fired at intervals from the guns in the forts, and which rather added to than diminished the solemnity of the scene. The harbour, which but a few hours before had presented the most animating picture imaginable, was now covered with darkness and filled with desolation, rendered occasionally visible by the momentary bursts of light from the burning or exploding vessels. Sometimes two or three would flash up on different sides at once; the whole beach for the instant would appear to be in a blaze; and the magnificence of the picture it produced is not to be described.

Bravery of the enemy.

The enemy completely beaten.

Description of the scene at night.

But though the fight was won, the treachery of the enemy still required a sharp look out. As they had some fire-ships left, and the night was dark, they were not to be trusted. More than once were the exhausted victors aroused from their attempts to sleep by the sound of the drum beating to quarters. This was caused by the deserted and blazing turkish ships, drifting from their places amidst the fleet. Among the events of the night, one is mentioned peculiarly characteristic of the implacable hatred the barbarian bears to the christian. A wounded Turk swam to the Alcyone. The crew observed him with his arm broken and hanging. He was taken on

Which obliged to be kept for fear of fire-ships.

Anecdote of a wounded turkish sailor.

board, when he made signs for them to cut off his arm. M. Martineaux, surgeon-major, complied with his wishes, but was not thanked by word or gesture. The sufferer then called for a pipe and tobacco, which, being given him, he smoked, quite at his ease, looking calmly around him, but with not even a glance of gratitude for the kindness with which he was treated. It was presently discovered that he had thrown himself into the sea, and swam back to his own ships. 1827.

Appearance of the bay and the fleets the next morning.

The scene of wreck and devastation which presented itself when the morning broke was such as has seldom been witnessed. Of nearly a hundred vessels of various sorts and sizes which floated triumphantly in the bay the afternoon before, numbers had disappeared entirely, and those which remained were wrecks. Our own fleet was also by no means uninjured: spars broken, masts fallen, sails torn to shreds, proved that we had received hard blows in our turn. But the dreaded turco-egyptian navy was extinct. Thus had been fulfilled the threat held out to Ibrahim, that if a cannon were fired upon the allied flags, the fate of his whole fleet would be sealed.

Letter sent by the admirals to the commanders of the fleet on the 21st.

The first step now taken by the admirals of the combined squadrons was to send on shore the following letter: "As the squadrons of the allied powers did not enter Navarin with a hostile intention, but only to renew to the commanders of the turkish fleet propositions which were to the advantage of the grand seignior himself, it is not our intention to destroy what ships of the ottoman navy may yet remain, now that so signal a vengeance has been taken for the first cannon-shot which has been ventured to be fired on the allied flags. We send, therefore, one of the turkish captains, fallen into our hands as a prisoner, to make known to Ibrahim Pacha, Moharem Bey, Tahir Pacha, and captana bey, as well as to all the other turkish chiefs, that if

1827. one single musket or cannon shot be again fired on a ship or a boat of the allied powers, we shall immediately destroy all the remaining vessels, as well as the forts of Navarin, and that we shall consider such new act of hostility as a formal declaration of the Porte against the three allied powers, and of which the grand seignior and his pachas must suffer the terrible consequences. But if the turkish chiefs, acknowledging the aggression they have committed by commencing the firing, abstain from any act of hostility, we shall resume those terms of good understanding which they themselves interrupted. In this case they will have the white flag hoisted on all the forts before the end of this day. We demand a categorical answer, without evasion, before sunset."

Tahir Pacha visits the Asia.

Tahir Pacha, it seems, afterwards went on board the Asia, and had an interview with the admiral. As he entered the vessel he is said to have observed, with perfect indifference, "My head will pay for this."

Hostilities not renewed.

Hostilities were not renewed. The pacha, however, though so firm with regard to himself, when afterwards speaking of the destruction of his ships, shed tears.

Ibrahim not there during the battle, but waging war in the interior.

It was now ascertained that Ibrahim himself had not been present, as had been supposed. He was, as since has appeared, engaged at that moment in hunting christians; presiding, in the mountains of Messenia, over the punishments of priests, whom he caused to be crucified on olive-trees, and offering holocausts of peasants, and making up bales of girls and children, whom he intended to send into Egypt.

Losses of the allies.

It is now time for us to turn to the melancholy account of those who fell in the action. It must be remembered that the cause was not that of guilty ambition or rival hatred, but of generous hearts asserting the rights of their oppressed fellow-creatures; and we have, therefore, more than ordinary reasons for honouring the memories of those who fell. Of the great expenditure of life admiral Codrington

The admiral's remark on the subject.

remarks, in his despatch, "When I contemplate, as I do with extreme sorrow, the extent of our loss, I console myself with the reflection, that the measure which produced this battle was absolutely necessary for obtaining the results contemplated by the treaty, and that it was brought on entirely by our opponents." The following is the estimate of killed and wounded on board the english squadron: 1827.

Particulars of the killed and wounded in the british squadron.

Asia.—Killed. Captain G. A. Bell, royal marines; Mr. William Smith, (2) master; Mr. Philip Dumaresq, supernumerary mate; Mr. John Lewis, (a) boatswain; Mr. Peter Mitchell, pilot.—Seamen, 8, viz. Thomas Loader and James Sawyer, able seamen; Henry Moore and John Andrews, ordinary seamen; Joseph Antrobus, Richard Southwell, James Jones, and John Wright, landmen.—Royal marines, 6, viz. James Dalton, drummer; James Nutton, Theophilus Truce, William Spriggs, Robert Wishart, and Thomas Smith.—Total killed, 19.

Wounded severely. Mr. H. J. Codrington, midshipman; Mr. W. V. Lee, midshipman; Mr. R. H. Bunbury, volunteer of 1st class; Mr. C. Wakeham, supernumerary clerk.—26 seamen.—2 royal marines.

Wounded slightly. Honourable lieutenant-colonel Craddock, passenger; Mr. Henry S. Dyer, admiral's secretary.—16 seamen.—7 royal marines.

Total wounded, 57.

Albion.—Killed. Captain C. J. Stevens, royal marines; Mr. Edward R. Foster, volunteer of 2nd class.—Seamen, 7, viz. John Westkell, captain mast; William Spray, carpenter's crew; James Douglas, able seaman; James Bowler, Frederick Harvey, and Bryan Morgan, ordinary seamen; Thomas Warren, boy; Thomas Wilding, sergeant.—Total killed, 10.

Wounded severely. Mr. William Lloyd, mate; Mr. Frederick Gray, midshipman; Mr. Thomas Addington, boatswain.—16 seamen.—4 royal marines.

Wounded slightly. Commander J. N. Campbell;

1827. lieutenant J. G. D'Urban; reverend E. Winder, chaplain; Mr. W. F. O'Kane, assistant surgeon; Mr. James Stewart, clerk.—20 seamen.—2 royal marines.

Total wounded, 59.

Genoa.—Killed. Captain Walter Bathurst; Mr. Peter Brown, midshipman; Mr. Charles Bussell, midshipman; Mr. A. J. T. Rowe, master's assistant. —Seamen, 13, viz. James Rooney, captain foretop; Charles Reech and Robert Foster, able seamen; James Atkinson, Isaac Talbot, James Holmes, Thomas Morfeit, and Thomas Tesbury, ordinary seamen; Elijah Matthews, T. Orgood, and George Gardour, landmen; Edward Fisher and John Zammett, boys.—Royal marines, 9, viz. Isaac Prickman, Thomas Smith, Edward Bewley, William Caston, William Hender, Samuel White, Henry Roper, William Barnes, and John Bragg.—Total killed, 26.

Wounded severely. Captain Thomas Moore, royal marines; Mr. Herbert B. Gray, midshipman. —7 seamen.—5 royal marines.

Wounded slightly. Lieutenant Henry R. Sturt; Mr. James Chambers, volunteer, 2nd class.—13 seamen.—4 royal marines.

Total wounded, 83.

Dartmouth.—Killed. Lieutenant G. W. H. Fitzroy; Mr. Brown Smyth, midshipman.—Seamen, 3, viz. James Moses, quarter-master; Arthur Cox and Joseph Migenbrook, able seamen.—Royal marines, 1, viz. Stephen Bulling.—Total killed, 6.

Wounded severely. Mr. Launcelot Harrison, mate.—3 seamen.—1 royal marine.

Wounded slightly. Lieutenant Spencer Smyth.—1 seaman.—1 royal marine.

Total wounded, 8.

Glasgow.—Killed. None.

Wounded slightly. 2 seamen.—Total wounded, 2.

Talbot.—Killed. Mr. W. J. Goldfinch, volunteer of 1st class.—Seamen, 5, viz. William Pennington,

gunner's mate; James Fry, captain mast; James Smith and John Wilson, ordinary seamen; James Pitchers, boy, 1st class.—Total killed, 6.

Wounded severely. Mr. J. Dellamore, acting schoolmaster; Mr. Joseph Gay, admiralty clerk.—3 seamen.

Wounded slightly. Lieutenant R. S. Hay; Mr. Alexander Cotton, college midshipman.—7 seamen.—3 royal marines.

Total wounded, 17.

Cambrian.—Killed. Lieutenant Philip Sturgeon, royal marines.—Total killed, 1.

Wounded severely, 1 royal marine.—Total wounded, 1.

Philomel.—Killed. Philip Howel, sergeant, marines.—Total killed, 1.

Wounded severely. 3 seamen.—1 royal marine. Total wounded, 7.

Rose.—Killed. Seamen, 3, viz. Thomas Leonard and George Wood, able seamen; Thomas Jackson, quarter-master.—Total killed, 3.

Wounded severely. Lieutenant M. Lyons; Mr. Douglas Curry, midshipman.—6 seamen.—Wounded slightly. Mr. Williams, midshipman.—6 seamen.

Total wounded, 15.

Brisk.—Killed. Mr. Henry Campling, purser.—Total killed, 1.

Wounded severely. 1 seaman.—Wounded slightly. Mr. John Isatt, surgeon.—1 seaman.

Total wounded, 3.

Musquito.—Killed. Seamen, 2, viz. Charles Anderson and John Thomson, able seamen.—Total killed, 2.

Wounded severely. 4 seamen.—Total wounded, 4.

Total killed, 75.—Total wounded, 197.

Killed and wounded in the french squadron.

On board the french squadron, the account of killed and wounded is:—Total of officers, 3 killed; 1 wounded severely; 2 wounded; among the wounded, captain de la Bretonniere, of the Breslau frigate. Of the men the account is as follows:—Syrene,

1827. frigate, 24 killed; 26 wounded severely; 16 wounded. Scipion, of the line, 2 killed; 19 wounded severely; 17 wounded. Trident, ditto, 2 wounded severely; 5 wounded. Breslau, ditto, 1 killed; 7 wounded severely; 7 wounded. Armide, frigate, 14 killed; 13 wounded severely; 12 wounded. Alcyone, brig, 1 killed; 7 wounded severely; 2 wounded. Daphne, schooner, 1 killed; 4 wounded severely; 4 wounded. Total of officers and men killed, 43; severely wounded, 79; wounded, 65.

Killed and wounded in the russian squadron.

On board the russian squadron, the account of killed and wounded is:—Ships of the line—Azof, 24 men killed; 6 officers, 61 men, wounded severely. Gongout, 14 men killed; 8 officers, 29 men, wounded severely. Ezekiel, 1 officer, 12 men, killed; 2 officers, 16 men, wounded severely (including the captain). Alexander Newski, 5 men killed; 7 men wounded severely. Frigates—Constantine, 1 man wounded severely. Provouey, 1 officer, 2 men, killed; 4 men wounded severely. Helena, 2 officers, 3 men, wounded severely. Castor, none killed or wounded. Total, 2 officers, 57 men, killed; 18 officers, 121 men, wounded severely.

Total of killed and wounded in the combined fleet.

The sum of the loss of the combined squadrons is as follows:—

	Killed.	Wounded.
The English,	75	197.
The French,	43	144.
The Russians,	59	139.
Total	177	480.

Comparison between losses at Navarino and in other actions.

It has been observed, that the great loss on the present occasion may be accounted for by the position of the Turks. Being drawn up in three crescents, with line-of-battle ships in front, and frigates and other vessels behind, the combined fleet, having defeated and disposed of one line, were instantly raked by the next. The loss exceeds, by a little, that of the battle of St. Vincent, February 14, 1797; the totals comparing as follows:

	St. Vincent.	Navarino.	1827.
Killed,	73.	75.	
Wounded,	223.	197.	
Total	296.	272.	

It may at the same time be remarked, that there is much chance in all these things, as will appear from another comparison of the same sort. The battle of Navarino lasted four hours, and we had three sail of the line, 4 frigates, and four sloops of war engaged: but in the action of the Shannon with the American frigate Chesapeake, which did not last a quarter of an hour, the number of killed and wounded amounted to 252, which is only a difference of 20.

Cause of damage done to the ships.

We now come to an account of the damage sustained by our ships. Owing to the Turks firing high and at random, this principally fell upon the spars and rigging, the havoc among which was extremely great. This, too, is the reason why those of the crew suffered most who were posted on the poop, forecastle, and quarter-deck. It was remarked, when the Genoa came home into port, that a ship had seldom been seen so cut up. The following estimate will give an idea of what the different ships suffered:

Particulars of damage suffered by the ships.

Asia.—Mizen-mast gone, fore and main masts badly wounded; main-yard gone.

Genoa.—Main * and mizen masts nearly cut in two; main-yard

* The Genoa's main-mast was taken out on her arrival at Plymouth, and carried to the dock-yard, where it was stripped for inspection. This mast was made on sir Robert Seppings's principle, in sixteen sections, and was the first of the kind ever tried in action. It has received in and through it nearly forty shot of different sorts and sizes, between the trestle-trees and the quarter-deck. It was the decided opinion of Mr. Selly, the carpenter, that had the main-mast been one made on the old plan it must have fallen. Before the vessel could leave the bay of Navarin, it was necessary to secure the mast, and this was done so well by Mr. Selly, that on her arrival at Malta, it could not be altered for the better; and although the Genoa encountered many a heavy squall with thunder and lightning, on her passage home, the mast stood firmly. A model of the mast with its repairs is ordered to be taken as a specimen of superior workmanship; a circumstance equally creditable to sir Robert Seppings's plan, and to the carpenter who executed the repairs.

1827.

badly wounded in both yard-arms; fore-mast shot through in two places; two shrouds and spring-stay of the main-mast only standing; all the mizen-shrouds gone; shrouds on the fore-mast gone; the gunnowing cut in several places; both catheads shot so as to be rendered useless; four boats sunk alongside, two on the booms very much damaged; several shot-holes between wind and water; several of the iron knees and timbers gone, besides other damages; spare top-mast, topsail, and top-gallant yards shot; many raking shot in the hull; hammock nettings much cut up; two stone shot, one on the lower, the other on the main deck, each weighing upwards of one hundred pounds; besides all manner of chain, bar, langrage, and star-shot, in every direction; several guns disabled, and all the running rigging entirely cut to pieces.

ALBION.—Fore and main masts wounded.
TALBOT.—Top-masts shot through; much struck in hull.
BRISK.—Main-mast shot through.
MUSQUITO.—Fore-mast shot through.
PHILOMEL.—Main-mast wounded.
HIND.—Main-mast, bowsprit, and main-beam shot through; hull badly struck.

Of what the other squadrons suffered we have no particulars, excepting that the Syrene, as must be supposed, was greatly injured. Her main and mizen masts were gone, her two lower yards and main-top yard shot away, and she had six shots between wind and water. Two of the french ships of the line were obliged to go to Toulon for repairs.

Turkish loss of life and injuries to ships.

We now come to the damage and destruction sustained among the Turks, which, from the best accounts we can gather, must have been immense.

Of the three turkish line-of-battle ships, all ceased firing after three hours and a half engagement; but never hauled down their colours until the next morning, when two of them were taken possession of; but, being completely cut to pieces, both were sent adrift and allowed to drive on shore. The other cut her cables, ran on shore, and was burned by the crew. On the larboard broadside of the turkish admiral's ship, there were only nine or ten guns fit for use, the rest being quite disabled. Of the fifteen turkish

frigates, one blew up with all the crew, alongside of the Albion. Four others shared a similar fate in other parts of the crescent. Three were driven on shore, dismasted, bilged, and, being cut to pieces, were, with the remaining seven, next morning burned. Of the six egyptian double-banked frigates, nearly all were totally destroyed: one (the Legonaise) bearing the egyptian admiral's flag was driven on shore, totally dismasted and crippled; one blew up alongside of the Asia, early in the action; two blew up towards night, while drifting about; one was sunk by the Albion, and one by the Breslau. Of the 18 turkish and 8 egyptian corvettes, three blew up during the action, several were burned on shore the next morning (one of which bore the tunisian admiral's flag), and eight were driven on shore, partly dismasted, and bilged, or sunk: some of them appeared only by their masts above the water. Of the four turkish and seven egyptian brigs, several were destroyed during and after the action. Of the five fire-vessels, one was sunk by the Philomel, before exploding; three exploded among the squadron, but only injured their own ships and set fire to the Scipion's jib. In short, of all this numerous and powerful fleet, there only appeared remaining, on the 22d of October, one double-banked frigate, and fifteen corvettes and brigs, supposed to be Egyptians and Tunisians, which, by permission, had their colours flying. The tunisian admiral's flag only was flying in one of the brigs. There were besides about 22 sail of unarmed brigs and schooners, called transports. Never were ships so completely beaten as this fleet. Scarcely a hand's breadth appeared in their sides that was not shot through. Some ports were literally beaten in. The guns were dismounted, and fell in upon the crippled decks. The two ships which bore the flags of the turkish and egyptian commanders had 1950 men killed and wounded. The carnage was so dreadful, the sight so appalling, that, as the boarding officers passed along the decks, humanity could not bear the 1827.

1827. sight: they turned away and did not visit any part where duty did not absolutely compel them. Among the chiefs of the turco-egyptian fleet who were wounded was Moharem Bey. He was grazed by a ball.

Admiral Codrington's letters to admirals de Heiden and de Rigny.

On the 23d admiral Codrington addressed letters to each of his brother admirals, in the following words: "When your excellency did me the honour of voluntarily placing yourself and the russian squadron under my command, you gave me a right to judge of your conduct in that situation, by making me in a great measure responsible for it. I take advantage, then, of that right to say, that I contemplated your way of leading your squadron into battle on the 20th with the greatest pleasure, that nothing can exceed the good management of the ships under your special direction, and that my having had you under my orders in that bloody and destructive engagement will be one of the proudest events of my whole professional life." To the letter to admiral de Rigny a paragraph was added, containing the tribute we have already quoted to captain Hugon of the Armide.

Admiral de Rigny's answer.

On the same day, admiral de Rigny replied, "I consider your approbation, and the letter which you have addressed to me, as a testimony most honourable to myself, and to the officers under my orders; and I shall preserve the letter, as a valuable record of your esteem, and I also hope of your friendship. In the action of the 20th you set us the example; we could not do better than follow it." Another letter from admiral de Rigny, on the same day, in consequence of the detailed report of captain Hugon, returns the warmest thanks for the assistance rendered by captain Lewis Davies to the Armide, and adds his own acknowledgments for the skill and bravery with which captain Fellowes aided the Syrene.

Count de Heiden's answer.

The answer of the count de Heiden, to admiral Codrington's letter, bears date the 8th of November, and was sent from the harbour of Valetta. It says: "The will of my sovereign having directed me to

place myself under your excellency's orders, in the event of the combined squadrons acting in concert; this duty was rendered highly agreeable to me by my knowledge of your excellency's merits and reputation. The obliging and too flattering letter which your excellency was pleased to address to me after the battle of the 20th of October, is a document which will remain for ever engraven on my heart, and descend as a heritage to my children. Who, sir, could have failed to do his duty on that memorable day, having before his eyes the example of cool and determined bravery displayed by the Asia, which bore your distinguished flag? The happiest day of my life has been that in which I was enabled to show myself as a sailor in the view of a british admiral,—of the heroes of the sea,—the most generous as friends, and the most generous as enemies." In admiral Codrington's official despatch describing the battle, he says, "The conduct of my brother admirals, count Heiden and the chevalier de Rigny, throughout, was admirable and highly exemplary." The other names mentioned with particular praise are those of captain Bathurst of the Genoa, captain Bell of the royal marines, and Mr. William Smith, the master, who were all killed; and among those who survived, captains Hugon, Fellowes, and Curzon, commander Baynes, lord viscount Ingestrie, and lieutenant-colonel Craddock, a passenger, who volunteered as aide-de-camp.

1827.

Individuals named in the admiral's official letter to the lord high admiral.

"Having attained the object in view, and brought about the armistice, admiral Codrington now prepared to leave the port, and to send away such of his ships as required repairs to be refitted. Before departing, he issued, on the 24th of October, the following general order: "Before the united squadrons remove from the theatre on which they have gained so complete a victory, the vice-admiral, commander-in-chief, is desirous of making known to the whole of the officers, seamen, and marines, employed in them, the high sense which he has of their gallant and

The object being gained, the combined fleet prepares to depart.

General order of the commander-in-chief.

1827. steady conduct on the 20th instant. He is persuaded that there is no instance of the fleet of any one country showing more complete union of spirit and of action than was exhibited by the squadrons of the three allied powers together, in this bloody and destructive battle. He attributes to the bright example set by his colleagues, the rear-admirals, the able and cordial support which the ships of the several squadrons gave to each other during the heat and confusion of the battle. Such union of spirit and of purpose, such coolness and bravery under fire, and such consequent precision in the use of their guns, ensured a victory over the well-prepared arrangement of greatly superior numbers: and the whole turkish and egyptian fleets have paid the penalty of their treacherous breach of faith. The boasted Ibrahim Pacha promised not to quit Navarino, or oppose the allied fleet, and basely broke his word. The allied commanders promised to destroy the turkish and egyptian fleets if a single gun were fired at either of their flags; and, with the assistance of the brave men whom they have had the satisfaction of commanding, they have performed their promise to the very letter. Out of a fleet composed of 81 men-of-war, there remain only 1 frigate and 15 smaller vessels in a state ever to be again put to sea. Such a victory cannot be gained without a great sacrifice of life, and the commander-in-chief has to deplore the loss of many of the best and bravest men whom the fleet contained. The consolation is, that they died in the service of their country, and in the cause of suffering humanity. The commander-in-chief returns his most cordial thanks to his noble colleagues, the two rear-admirals, for the able manner in which they directed the movements of their squadrons; and to the captains, commanders, officers, seamen, and royal marines, who so faithfully obeyed their orders, and so bravely completed the destruction of their opponents."

No sooner was the intelligence of this victory

spread through Greece, than the people gave way to the most enthusiastic exultation. Shouts of joy were heard, bells rung, musketry and cannon discharged, garlands suspended, and crowds repaired to the churches to give thanks to God, and sing the Te Deum. 1827. Effects of the victory in Greece.

In England, the intelligence had no sooner arrived, than his majesty, to express his high approbation of the conduct of the vice-admiral, and of the officers, seamen, and marines who served under his orders, conferred upon sir Edward Codrington a grand cross of the order of the bath, and nominated all the captains and commanders who shared in the honours of the day to be companions of that most honourable order. At the same time, his royal highness the lord high admiral promoted to the rank of captain all the commanders who served in the ships engaged; the senior lieutenant of each ship to the rank of commander, and the senior mate serving on board to that of lieutenant. There were other promotions and minor honours, extending to the mates and midshipmen who had been wounded in the action, and had served their time. Honours bestowed in England.

In France similar distinctions were bestowed. Charles X. lost no time in conferring upon sir Edward Codrington and count de Heiden the highest honours within his gift. To the former he added a circumstance which those acquainted with the etiquette generally observed in such cases considered as unusual: when the officer deputed by sir Edward Codrington conveyed his thanks to the french monarch, his majesty invested him also with an order, though of a less distinguished character. Captain Fellowes, of the Dartmouth, was named commander of the royal order of the legion of honour. The captains of the english and russian ships were created knights of the royal and military order of St. Louis. Upon his own officers the french monarch, at the same time, bestowed the following dignities:—rear-admiral de Rigny was raised to the Honours bestowed in France on the english admiral and officers, and on those of the french and russian fleets.

1827. rank of vice-admiral; captain Milius to that of rear-admiral; captains Bothérel, de la Bretonniere, Mauriceau, and Hugon, from officers of the royal order of the legion of honour, were raised to commanders of the same order. Captain Robert, knight of the legion of honour, was made an officer of that legion. Ensign de vaisseau Dubourdieu was named commander of the company of guards of the admiral's flag. A number of decorations were also distributed among the staff-majors and crews of the french ships; and special funds from the supplies for invalids of marine were set apart for the relief of the families of those who fell.

Motion for thanks in british parliament, and why withdrawn.

On Thursday, February 14, 1828, a vote of thanks to sir Edward Codrington, and the officers and men, was moved in the house of commons, by Mr. Hobhouse; but, after a considerable debate, in the course of which every speaker paid the highest possible tribute to the vice-admiral and all who were in the battle, the motion was withdrawn by the mover, in consequence of its appearing that such a measure was contrary to precedent in any case where the achievement preceded a declaration of hostilities.

Particular compliment of the emperor of Russia to admiral Codrington.

The russian emperor was not less prompt in his rewards and honours than the monarchs of England and France. Besides the distinctions upon his own navy, and the leaders of that of France (among which was the promotion of count de Heiden to the rank of vice-admiral, with the order of St. George of the third class, and the order of St. Alexander Newski to admiral de Rigny), he wrote with his own hand, to admiral Codrington, on the 4th of November, as follows: "You have achieved a victory for which civilized Europe ought to be doubly grateful to you. The memorable battle of Navarin, and the bold manœuvres which preceded it, evince to the world not only the extent of the zeal of three great powers in favour of a cause, the noble character of which is still more heightened by their own dis-

interestedness; but also prove what can be effected 1827.
by firmness, though opposed to numbers, and what
a well-directed valour can accomplish against blind
courage, with whatever force that courage may be
supported. Your name, from this time forward, be-
longs to posterity. By praise, I should but weaken
the glory which surrounds it. But I must offer to you
a brilliant mark of the gratitude and esteem which
you have inspired in Russia. With this view, I send
you, herewith, the military order of St. George.
The russian navy is proud of having obtained your
commendation at Navarin; and, on my own part, I
feel the most lively pleasure in thus assuring you of
the sentiments of consideration which I entertain
towards you." The russian ambassador was after-
wards charged by the emperor Nicholas to declare to
the government of his britannic majesty, "that in the
opinion of the emperor, the measures resorted to on
the part of sir Edward Codrington were as just and
beneficial as his conduct was admirable!" In addition
to all this, his imperial majesty desired that count de
Heiden should be instructed to inquire in what pos-
sible way his majesty could confer a mark of honour
and distinction on the son of sir Edward, who was
wounded "on that glorious day;" and in a letter
addressed by the imperial command to count de
Heiden, count de Nesselrode says: "Should there
be no ship for the moment adapted to the command
of sir Edward Codrington, and he consent to hoist
his flag on board a ship of the line belonging to his
imperial majesty, you will place at his disposal all
those composing our squadron, and assure him that
the emperor would consider his presence on board
one of our vessels as a distinguished honour conferred
on the russian navy."

In dismissing this subject, it will not be irrelevant to
repeat two curious coincidences, which, though they
have already been mentioned in the papers, ought
not to be omitted in a more permanent record.
The battle of Trafalgar, in which sir Edward Co

1827. drington was captain of the Orion, and England lost its lamented naval hero, Nelson, was fought on the 21st of October, 1805; one day's delay would have brought the battle in which the turkish fleet was destroyed to the anniversary of that which annihilated the maritime force of France and Spain. The other coincidence is even more remarkable. The battle of Navarino happened on the exact anniversary of the famous battle of Salamis. It was on the 20th of October, 480 years before the christian era, that Themistocles, with only 380 ships, defeated and nearly destroyed the fleet of Xerxes, consisting of 2000 sail. But, striking as is the general resemblance of the events, the minuter circumstances render it still more extraordinary. Xerxes had invaded Greece to destroy its liberties, and paid for his temerity in the destruction of 200 of his ships, besides an immense number which were taken, with all their stores and ammunition. The combined fleets of England, France, and Russia, defeated the turkish navy in the same quarter, in defence of the same objects, on the same day of the month, and nearly under the same circumstances, although at the distance of 2307 years from the period at which the liberties of Greece were preserved by Themistocles.

INDEX

OF THE

NAMES OF PERSONS MENTIONED IN THE FOREGOING SUPPLEMENT,

OF THE

BATTLE OF NAVARINO.

THOSE IN ITALICS ARE FOREIGNERS.

ADDINGTON, Thomas, boots., 725.
Anderson, Charles, 727.
Andrews, John, 725.
Anson, hon. W., capt., 698.
Anstrubus, Joseph, 725.
Atkinson, James, 726.

Barnes, William, 726.
Bathurst, Walter, capt., 698, 711, 726, 733.
Baynes, Robert L., com., 733.
Bell, G. A., capt., R. M., 725, 733.
Bewley, Edward, 726.
Botherel, capt., 736.
Bowler, James, 725.
Bragg, John, 726.
Bretonniere, de la, capt., 720, 727, 736.
Brown, Peter, mid., 726.
Bulling, Stephen, ib.
Bunbury, R. H., volunteer, 1st class, 725.
Bussell, Charles, mid., 726.

Campbell, J. N., com., 725.
Campling, Henry, purser, 727.
Capitan Pacha, turkish adm., 700, 703, 706.
Caston, William, 726.
Chambers, James, volunteer, 2nd class, 726.
Charles X., king of France, 735, 736.
Clarence, duke of, ld. high adm., 695, 711, 712, 735.
Codrington, sir Edward, v.-adm., 689—696, 698, 702—705, 707, 711, 718, 724, 732—737.
———, H. J., 707, 725, 737.
Cotton, Alexander, college mid., 727.
Cox, Arthur, 726.
Craddock, hon. lieut.-col., 707, 725, 733.
Crawford, James, 712.
Curry, Douglas, mid., 727.
Curzon, E., capt., 698, 733.

Dalton, James, 725.
Davies, Lewis, com., 696, 718, 732.
Dellamore, J., acting schoolmaster, 727.
Dickenson, capt. com., 713.
Douglas, James, 725.
Drake, lieut., 706.
Dubourdieu, ensign de vaisseau, 736.
Dumaresq, Philip, supernumerary mate, 725.
D'Urban, J. G., lieut., ib.
Dyer, Hen. S., adm. Codrington's ser., ib.

Fellowes, T., capt., 691, 693, 702, 720, 733, 735.
Fisher, Edward, 726.
Fitzroy, G. W. H., lieut., 702, 726.
Forbes, mid., 702.
Foster, Robert, 726.
———, Edward R., volunteer, 2nd class, 725.
Fry, James, 726.

Gardour, George, ib.
Gay, Joseph, admiralty clerk, 727.
Goldfinch, W. J., volunteer, 1st class, 726.
Gray, Frederick, mid., 725.
———, Herbert, B., mid., 726.

Hamilton, C. W., capt., 692, 693, 696.
Harrison, Launcelot, mate, 726.
Harvey, Frederick, 725.
Hay, R. S., lieut., 727.
Heiden, count de, russian r.-adm., 693, 695, 698, 704, 732, 735—737.
Hender, William, 726.
Hill, ———, 713.
Hobhouse, J. C., M. P., 736.
Holmes, James, 726.
Howel, Philip, ser. of mar., 727.

Hagen, capt., 719, 732, 735, 736.

Ibrahim Pacha, 688—692, 721, 723, 734.
Ingestrie, right hon. lord viscount, com., 696, 715, 733.
Isatt, John, surg., 727.
Jackson, Thomas, ib.
Jones, James, 725.

Lee, W. V., mid., ib.
Leonard, Thomas, 727.
Lewis, John, boats., 725.
Lloyd, William, mate, ib.
Loader, Thomas, ib.
Lyons, Maine, lieut., 718, 727.

Mackintosh, *sir James*, M. P., 687.
Maius, bey of, 692.
Martin, G. B., com., 696.
Matthews, Elijah, 726.
Maude, J. A., hon. capt., 696.
Maurice, capt., 707, 736.
Migenbrook, Joseph, 726.
Milius, capt., 714, 736.
Millar, lieut., 710.
Mitchell, Peter, pilot. 703, 725.
Mohareem Bey, egyptian admr., 700, 701, 703, 732.
Moore, Thomas, capt., 712, 726.
——, Henry, 725.
Morfeit, Thomas, 726.
Morgan, Bryan, 725.
Moses, James, 726.

Nesselrode, *count de*, 737.
Nicholas, emperor of Russia, 736, 737.
Nutton, James, 725.

O'Kane, W. F., assistant surg., 726.
Ommanney, capt. J. A., 698, 709.
Osgood, T., 726.

Pennington, William, ib.
Phelan, —, 713.
Pitchers, James, 727.
Prickman, Isaac, 726.

Roach, Charles, 726.
Rigny, *count de*, French r.-admr., 689, 690, 691, 693, 698, 702, 706, 707, 732, 733, 735.
Robb, J., lieut., 698, 715, 716, 717.
Robert, capt., 736.
Rooney, James, 726.
Roper, Henry, ib.
Rowe, A. J. T., master's assistant, ib.

Sawyer, James, 725.
Seppings, *sir* Robert, 729.
Smith, William, master, 707, 725, 733.
——, Thomas, 726.
——, Thomas, 725.
——, James, 727.
Smyth, Brown, mid., 726.
——, Spencer, lieut., ib.
Southwell, Richard, 725.
Spencer, F., capt., 698, 719.
Spray, William, 725.
Spriggs, William, ib.
Stevens, C. J., capt., R. M., ib.
Stewart, James, clerk, 726.
Sturgeon, Philip, lieut., 727.
Stuart, Henry R., lieut., 726.

Tahir Pacha, 700, 724.
Talbot, Isaac, 726.
Tesbury, Thomas, ib.
Thomson, John, 727.
Trace, Theophilus, 725.

Wakeham, C., supernumerary clerk, 725.
Warren, Thomas, ib.
Westkell, John, ib.
White, Samuel, 726.
Wilding, Thomas, 725.
Williams, ——, mid., 727.
Wilson, John, ib.
Winder, rev. E. chaplain, 725.
Wishart, Robert, ib.
Wood, George, 727.
Wright, John, 725.

Zammett, John, 726.

THE END.

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Elwyn, capt., 718, 732, 733, 736.

Falconbridge, Peleg, 688—693, 721, 723, 734.
Fairweather, right hon. lord viscount, com., 693, 718, 732.
Fast, John, surg., 727.
Fenton, Thomas, ib.
Jones, James, 733,

Lee, W. F., publ., ib.
Leonard, Thomas, 727.
Lewis, John, boats, 736.
Lloyd, William, music, ib.
Lonsdale, Thomas, ib.
Lyons, Major Gen., 718, 727.

Mackintosh, sir James, M. P., 691.
Mains, boy of, 692.
Martin, C. R., com., 696.
Matthews, Elijah, 736.
Maude, J. A., bar. capt., 696.
Meares, capt., 707, 736.
Middlebrook, Joseph, 736.
Miles, capt., 714, 736.
Mills, Hon., 716.
Mitchell, Prov. pilot, 703, 735.
Mohawk Bay, epitaph on, 700, 701, 703, 732.
Munn, Thomas, capt., 712, 736.
——, Henry, 733.
Murdoch, Thomas, 736.
Murgan, Byron, 736.
Munn, James, 736.

Newspaper, owner of, 727.
Nicholas, engraver of Brock, 736, 737.
Nutter, James, 736.

O'Kane, W. F., assistant surg., 736.
Osmanby, capt. A. A., 696, 700.
Osgood, T., 736.

Pennington, William, ib.
Phelan, —, 713.
Pickens, James, 727.
Pickman, Isaac, 736.

Rogers, capt., 718, 732, 733, 736.

Semmes, Raphael, lieut. com., 696, 718, 732.
Seymour, sir Hobart, 736.
Shields, William, master, 707, 709, 733.
——, Thomas, 736.
——, Thomas, 733.
——, James, 727.
Smyth, Brown, publ., 736.
——, Symour, lieut., ib.
Southwell, Richard, 733.
Symons, E., capt., 696, 718.
Sprag, William, 733.
Spriggs, William, ib.
Symons, C. J., capt., R. M., ib.
Stewart, James, clerk, 736.
Stuppens, Philip, lieut., 727.
Sturt, Henry R., lieut., 736.

Table Peak, 706, 734.
Talbot, Isaac, 733.
Tandy, Thomas, ib.
Thomas, John, 727.
Tracy, Theophilus, 733.

Wickham, C., superintendent dock, 733.
Ware, Thomas, ib.
Watkins, John, ib.
Weir, Samuel, 736.
Wiley, Thomas, 733.
Williams — , publ., 727.
Williams, John, ib.
Wolfe, rev. R. chaplain, 733.
Wolfe, Robert, ib.
Wood, George, 727.
Wylie, John, 733.

Zachary, John, 736

THE END.

PRINTED BY J. MURRAY, PATENTEE, FIRST PRINTER TO THE QUEEN,
LONDON.

00036825

gitized with financial assistance from
Government of Maharashtra
on 16 January, 2016